



Charting the Future Course:

February 4, 2016

1PORT COMPREHENSIVE STREET EAST MASTER PLAN **DRAFT**

The Planning Partnership

Cushman&Wakefield
Shoreplan Engineering
Touristics



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1.0 | INTRODUCTION

UNDERSTANDING

Inspiration Port Credit is an ongoing and exciting initiative that will transform the Port Credit community into an exceptional, high quality, complete, healthy and waterfront focused community in the years to come.

The 1 Port Street East Site is a major redevelopment opportunity in Port Credit, and within the City of Mississauga. As a waterfront site, it is tied to the history of Port Credit, and will be a key part of its future. The redevelopment of the 1 Port Street East Site is controversial. It is also a major City-building initiative that has the opportunity to set the image for waterfront development in Port Credit, and elsewhere in Mississauga.

There has been a tremendous amount of work done for the long-term planning of the Port Credit Area through the Inspiration Port Credit process. This Comprehensive Master Plan maximizes the use of this good work to identify how it all affects the 1 Port Street East Site. There is a planning context that has been recognized, and the substantial goodwill that the City has built up with the local residents and businesses has been considered and recognized.

This Comprehensive Master Plan is the next step in the evolution of an ongoing transformation process. The Comprehensive Master Plan seeks to:

- Connect the design-related and policy recommendations from the Marina Business Case Study (2015), and the Peer Review of Employment Considerations Report Update (2015) to this new planning framework;
- Establish a fully articulated Master Plan for both the Marina Basin and the Pier redevelopment that will guide built form, pedestrian realm and land use contexts;

- Provide a comprehensive Implementation Strategy, including DRAFT Official Plan Amendment or Secondary Plan policies; and
- Ensure a continuation of the collaborative and inclusive consultation with the Inspiration Port Credit Core Team, land owners, interested residents and businesses, approval agencies.

All of those elements combined, have resulted in this cohesive 1 Port Street East Comprehensive Master Plan that clearly articulates the Vision and Guiding Principles, the Master Plan's structure, and the Implementation Strategy into a set of statutory planning policies that will achieve the City's objectives and, ultimately guide the redevelopment of the 1 Port Street East Site.

A crucial aspect of achieving an iconic and, inspirational community on the 1 Port Street East Site will be to reconsider some of the City's policies and standards in light of the Vision and Guiding Principles, which seek to achieve a world class, precedent setting community design in recognition of the Subject Site's unique attributes and opportunities. The development of the 1 Port Street East Site has the potential to establish a new, high quality and world class paradigm for the Port Credit community.

PURPOSE

The purpose of this Comprehensive Master Plan is to provide specific design and planning policy recommendations for the development of the 1 Port Street East Site in Port Credit. It is a requirement of the Port Credit Local Area Plan under Policy 13.1.8 to prepare a Comprehensive Master Plan for the Subject Site. Specifically, the Local Area Plan states:

"Notwithstanding the provisions of the Mixed Use and Greenlands designations and the Desirable Urban Form policies, the following additional policies will apply:

- a. *marina, boat repair, service and storage will be permitted; and*
- b. *further study is required to determine the appropriate type of redevelopment on these lands."*

"A Comprehensive Master Plan will be prepared to the City's satisfaction that will address, among other matters, land use, built form and transportation. In addition, the Master Plan will:

- a. *determine contamination on the site;*
- b. *have regard for other City plans, policies and reports, such as the Lakeview and Port Credit District Policies Review and Public Engagement Process – Direction Report and the Waterfront Parks Strategy 2008;*
- c. *include provision of significant public parklands along and access to the waterfront including the extension of the Waterfront Trail;*
- d. *preserve and enhance views to Lake Ontario;*
- e. *examine unique opportunities to take advantage of the site's location and reflect the historic marine heritage of the area including preserving the marina function and the Ridgetown breakwater;*
- f. *consider the appropriate built form around the future terminus of the Light Rail Transit planned along Port Street East; and*
- g. *provide opportunities to accommodate employment uses."*

"Consultation on the comprehensive Master Plan will occur with the landowners, local community, and other stakeholders."

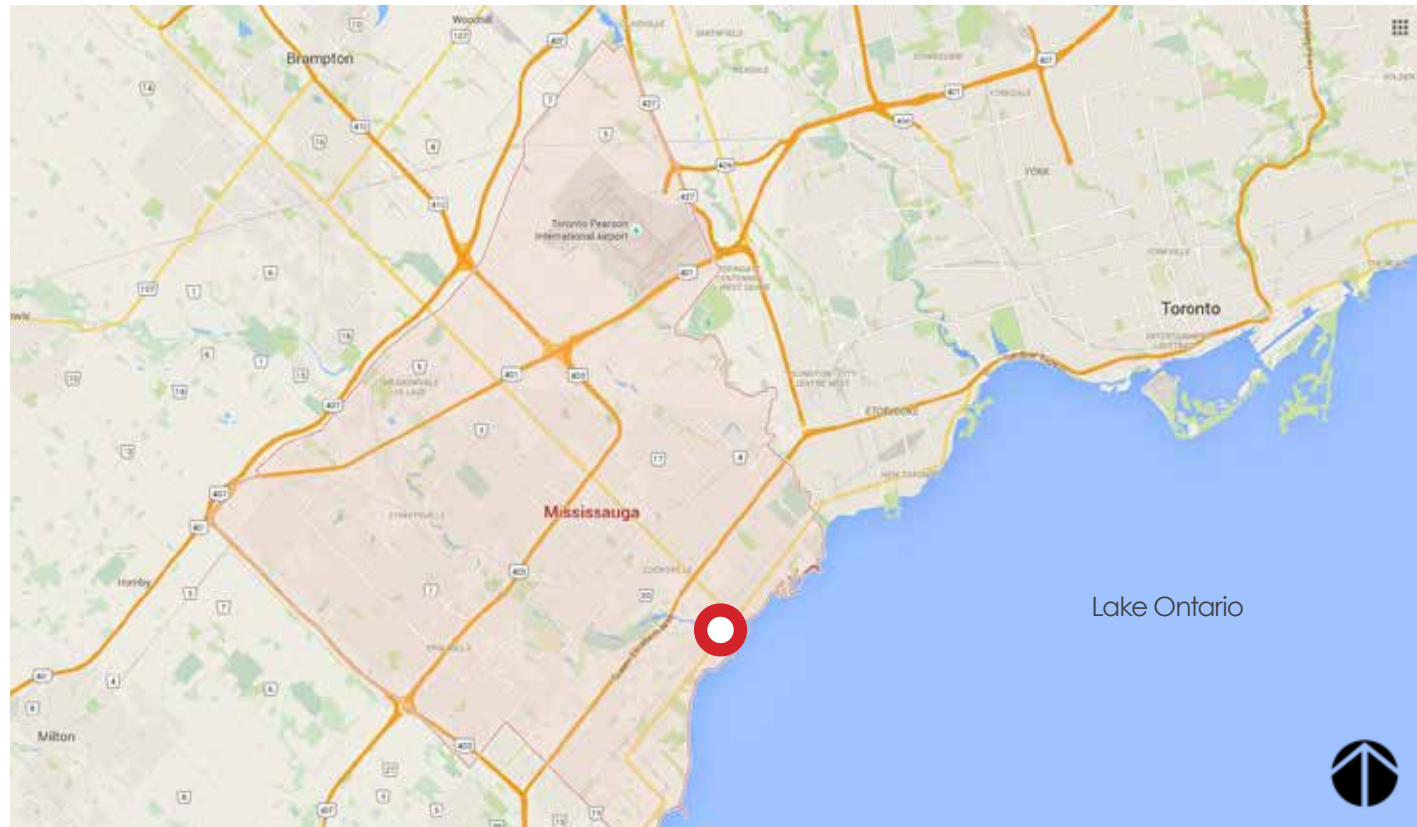
LOCATION

The lands and water lot collectively comprising the 1 Port Street East Site are located at the southern edge of Port Credit, just east of the Credit River along the Lake Ontario shoreline as identified on Maps 1 and 2. The total site area is approximately 27.7 hectares, an area which is further subdivided as identified on Map 3 and the following Table 1:

Table 1 – Subject Site Area

The Pier (developable land base)	6.3 ha
Elizabeth and Helene Street ROW's	0.2 ha
The Breakwaters & Ridgetown	2.5 ha
The Water Basin	18.7 ha
TOTAL AREA	27.7 ha

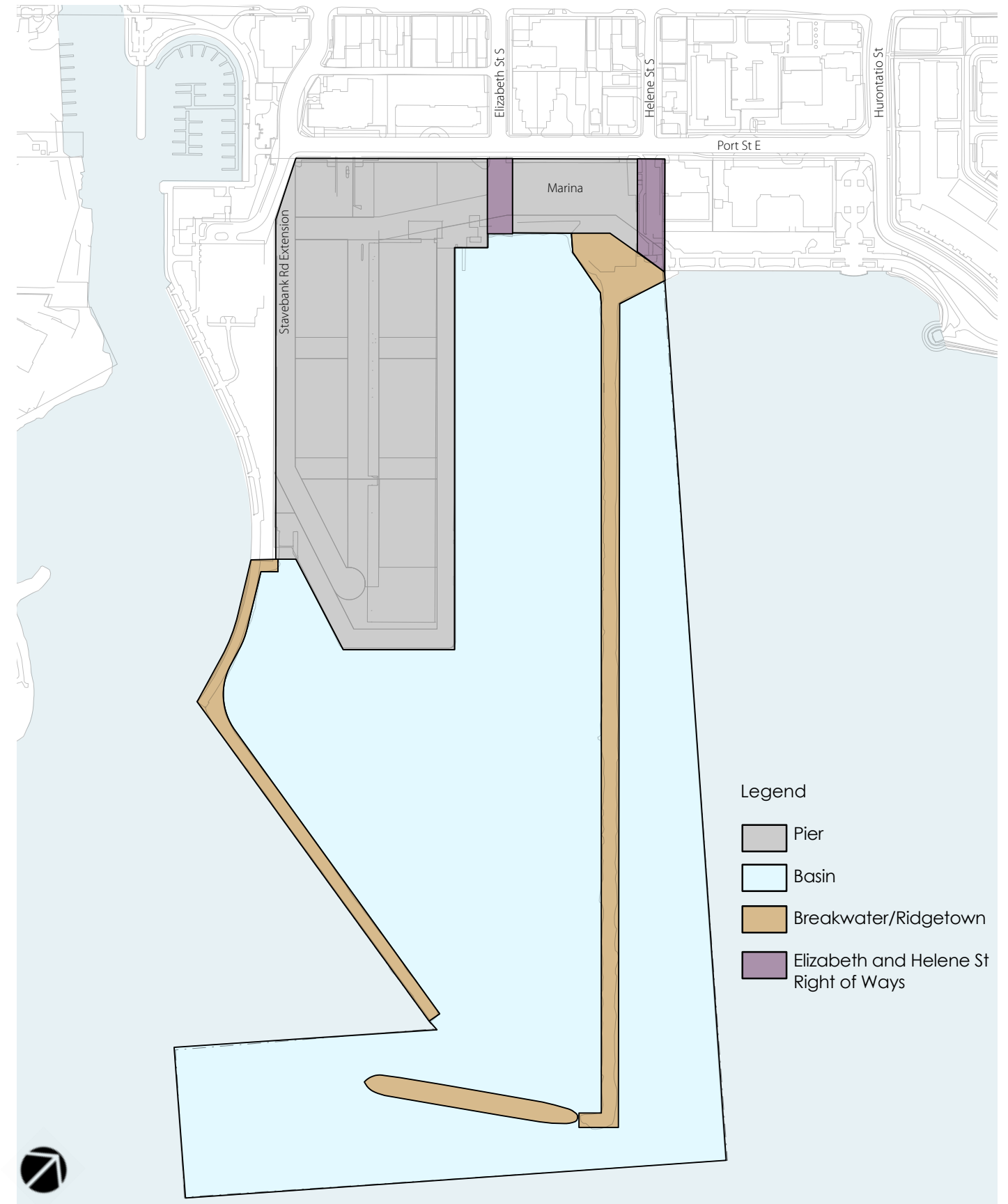
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Map 1: Location - Mississauga



Map 2: Location: Port Credit



Map 3: Elements of the Subject Site

2.0 | THE COLLECTIVE VISION AND PRINCIPLES

VISION

Over the past several years, the 1 Port Street East Site has been subject to a number of planning exercises, including this Comprehensive Master Plan exercise. In association with all of that work, there have been a number of public engagement opportunities that, collectively, identified an array of vision statements and associated principles for new development. For the most part, there has been a general level of consistency of thought, notwithstanding a vast diversity in expression. For this Comprehensive Master Plan exercise, all of the past visions and principles have been reviewed and coalesced into one, clear vision statement, as follows:

It is the City’s vision to ensure that an iconic and vibrant waterfront neighbourhood and destination with a full service marina is developed at the 1 Port Street East Site that:

- **Is woven into the fabric of Port Credit, and incorporates the residents and broader fabric of the City of Mississauga into the waterfront;**
- **Supports the overall vision of Port Credit as an evolving waterfront village;**
- **Celebrates its unique urban waterfront context;**
- **Is financially viable and economically sustainable; and**
- **Links the marine and cultural histories together – drawing people to the water’s edge to live, work, learn, shop and play.**

PRINCIPLES

Building upon the principles from the Port Credit Local Area Plan, the Inspiration Port Credit “See the Possibilities” Online Survey (September 2014) and the Workshop held for this Comprehensive Master Plan exercise, new development shall achieve the Vision by further articulating the following principles for new development:

- **Create a Logical and Efficient Street and Block Pattern** – New development shall occur on Development Blocks that are established based on an efficient and realistic scale and that are defined by an interconnected Street System and the Pedestrian Realm Network;
- **Put Pedestrians First! A Connected Pedestrian Realm Network** – New development shall strengthen community ties to the the water’s edge and include a connected Pedestrian Realm Network that augments the Street System and that is accessible to pedestrians and cyclists, and is comfortable, animated and attractive all year round;
- **Be a Complete and Healthy Neighbourhood** – New development will accommodate a range and mix of residential, commercial, cultural, maker and community land uses and spaces. Affordable housing opportunities will be identified;
- **Represent World Class Design Quality** - New development will be iconic, beautiful and at a human scale. It and will be compatible with the broader Port Credit community. It will also be a showcase for sustainable design and green building technologies;

- **Protect and Enhance Natural and Cultural Heritage** – New development will protect and enhance natural and cultural heritage resources;
- **Promote Innovative Infrastructure** – New development shall be encouraged to incorporate state-of-the-art technology for the provision of service infrastructure and utilities; and
- **Ensure Coordinated Implementation** – New development will be implemented through ongoing development approval processes as mandated by the Planning Act, and the policies of the City of Mississauga.

3.0 | CREATE A LOGICAL AND EFFICIENT STREET AND BLOCK PATTERN

New development on the 1 Port Street East Site shall occur on Development Blocks that are established based on an efficient and realistic scale and that are defined by an interconnected Street System and other complementary components of the Pedestrian Realm Network. New development will also:

- Provide an interconnected Street System that promotes Active Transportation and provides vehicular and emergency vehicle access as well as facilities for cyclists and pedestrians; and
- Create a series of 9 Development Blocks, that will accommodate various forms of buildings and land uses, at various densities and heights;
- Provide views throughout and through the Subject Site to the water and adjacent JJ Plaus Park.

The intent of this Comprehensive Master Plan is to create a fine-grained Street System that promotes Active Transportation. Walking is paramount, but streets should also accommodate safe, direct cycling routes.

The 1 Port Street East Site will be well linked both internally and to surrounding streets, trails, parks and destinations. New connections will include extensions of Stavebank Road, Elizabeth Street and Helene Street into the Subject Site to maximize direct street linkages with the existing Port Credit Village street network, to ensure the Subject Site is integrated seamlessly with the Village. People will have choices for mode of movement and for routes.

9 DEVELOPMENT BLOCKS

The Street System is fundamental to creating appropriately scaled and efficient Development Blocks. The Street System creates 9 Development Blocks as identified on Map 4. The size of each of these Blocks is summarized in Table 2:

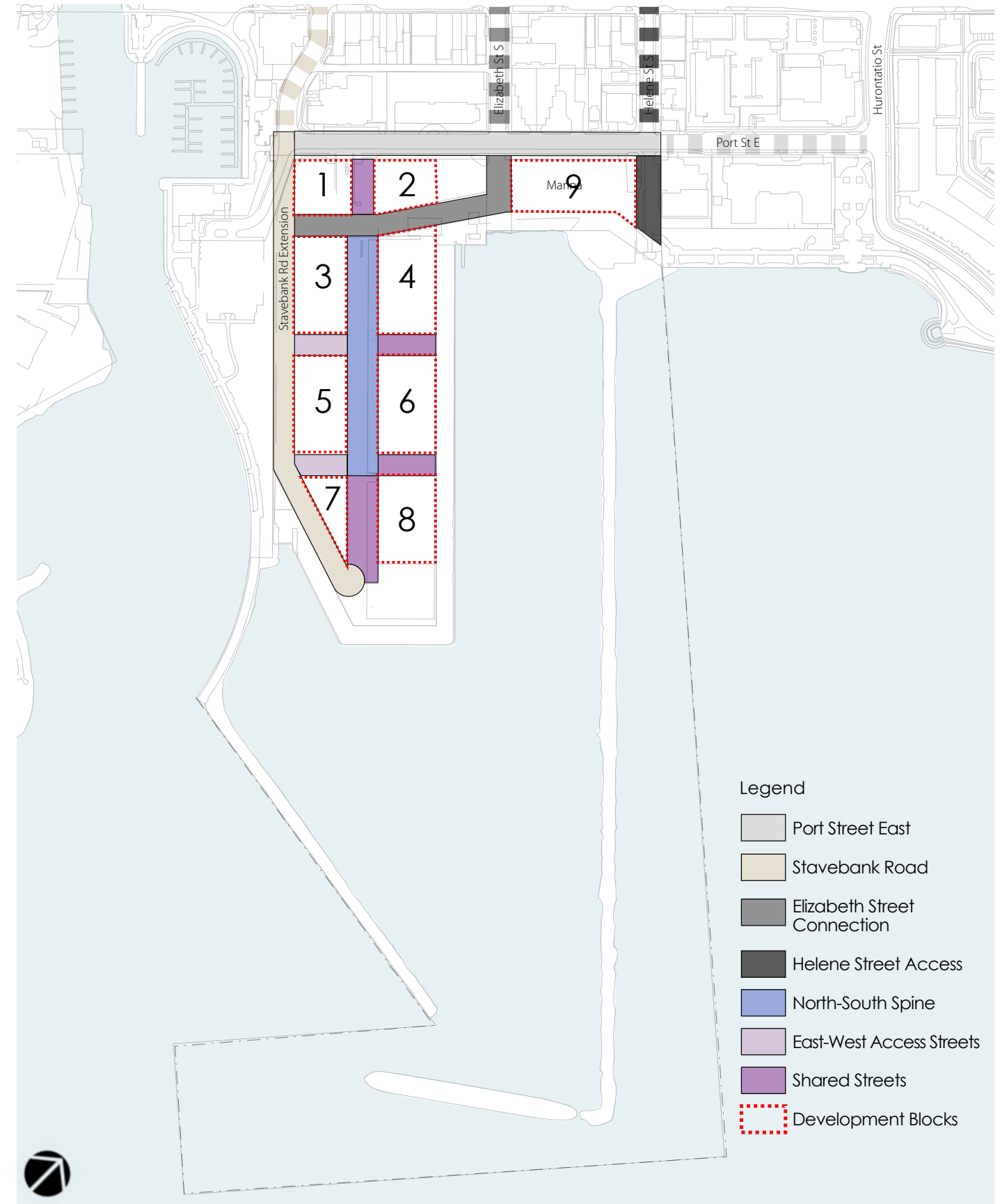
Table 2 – Development Blocks

	Area (ha)	Dimensions (approx.)
Block 1	0.21 ha	46 x 45m
Block 2	0.21 ha	51 x 41m
Block 3	0.33 ha	42 x 82m
Block 4	0.39 ha	47 x 78m
Block 5	0.34 ha	42 x 79m
Block 6	0.37 ha	47 x 79m
Block 7	0.14 ha	37 x 71m
Block 8	0.33 ha	47 x 71m
Block 9	0.44 ha	100 x 43m
TOTAL AREA	2.76 ha	

The identified Development Blocks represent approximately 44 percent of the total developable land base of the Subject Site. These Blocks will be the location of primarily private sector development opportunities. Direction for the development of these Blocks is provided in the other Sections of this Comprehensive Master Plan.

THE STREET SYSTEM HIERARCHY

The location, configuration and character of the 1 Port Street East Site requires access for those who are entering or leaving structured parking (for residences, offices, shopping or the marina); by delivery and maintenance vehicles; for accessing public spaces; for pick up and drop off; or perhaps for a leisurely drive. Intimate streets with slow design speeds are best suited to these purposes.



Map 4: The Street System and Development Blocks

The range of street types within the 1 Port Street East Site are identified on Map 4. Collectively, the streets play a dual role – the first for traffic circulation and access to the anticipated development; and second as a defining feature and complementary component of the Pedestrian Realm Network. The streets are expected to be engaging and safe outdoor places with beautiful trees and plants, seating and shade. They will accommodate vehicular traffic, pedestrians and cyclists in equal priority, and will form the framework for Active Transportation. To accomplish these goals on this unique urban waterfront site, higher quality design standards are required, exceeding the City's current standards. The Street System identified on Map 4 includes the following elements:

- **Port Street East** - Port Street East is an existing street that currently provides access to the 1 Port Street East Site. It has been identified as having the potential to accommodate future higher order transit. Development along Port Street East will support multi-modal transportation options, have an active pedestrian boulevard, bicycling facilities and supportive building frontages. The right-of-way for Port Street East may require additional widening from its existing 20 metres, up to a maximum of 28 metres;
- **Stavebank Road** – Stavebank Road will be extended into, and provide primary access to the 1 Port Street East Site. It is also an important cycling and pedestrian connection. Stavebank Road will provide a connection with, and access to JJ Plaus Park (including the parking lot within the park), the Waterfront Promenade, the Destination Park at its southern terminus, and the marina slips along the wharf for people traveling to and from their boats. A turn-around/drop-off at the end of Stavebank, and on-street parking along it, will accommodate short term marina use. It is also an important view corridor to Lake Ontario. Since Stavebank is parallel to JJ Plaus Park, there is an opportunity to provide

pedestrian and cyclist facilities (a multi-use trail) and/or underground utilities within the park itself, if needed or desired. As such, Stavebank Road will have a planned right-of-way width of 17 metres and include facilities and design elements as shown on Diagram 1;

- **Elizabeth Street Connection** – Elizabeth Street is an important connection with the broader Port Credit community, both as a pedestrian route and as a secondary vehicular connection. It is also a view corridor to the lake, specifically the marina basin. It will be a short street, but it will link with the new east-west public road – forming a continuous L-shaped road at the north end of the Subject Site that will link with Stavebank Road.

The east-west component of the Elizabeth Street Connection will have a right-of-way width of 17 metres. This part of the Elizabeth Street Connection includes facilities and design elements as shown on Diagram 2;

The north-south component of Elizabeth Street will maintain its current right-of-way width of 20 metres, as shown in Diagram 3;

- **Helene Street Access** – Helene Street will provide access to the marina facilities on the east side of the Subject Site, including the potential boat repair building, the marina office, and the potential expanded east breakwater facilities that will include vehicular parking in summer and boat storage in winter. The street right-to-way will stop at the extended Waterfront Trail. Careful design consideration is required to ensure the safety of pedestrians and cyclists at this crossroads, and to ensure vehicles proceed with care. Helene Street will maintain its current right-of-way width of 20 metres, and include facilities and design elements as shown on Diagram 3;

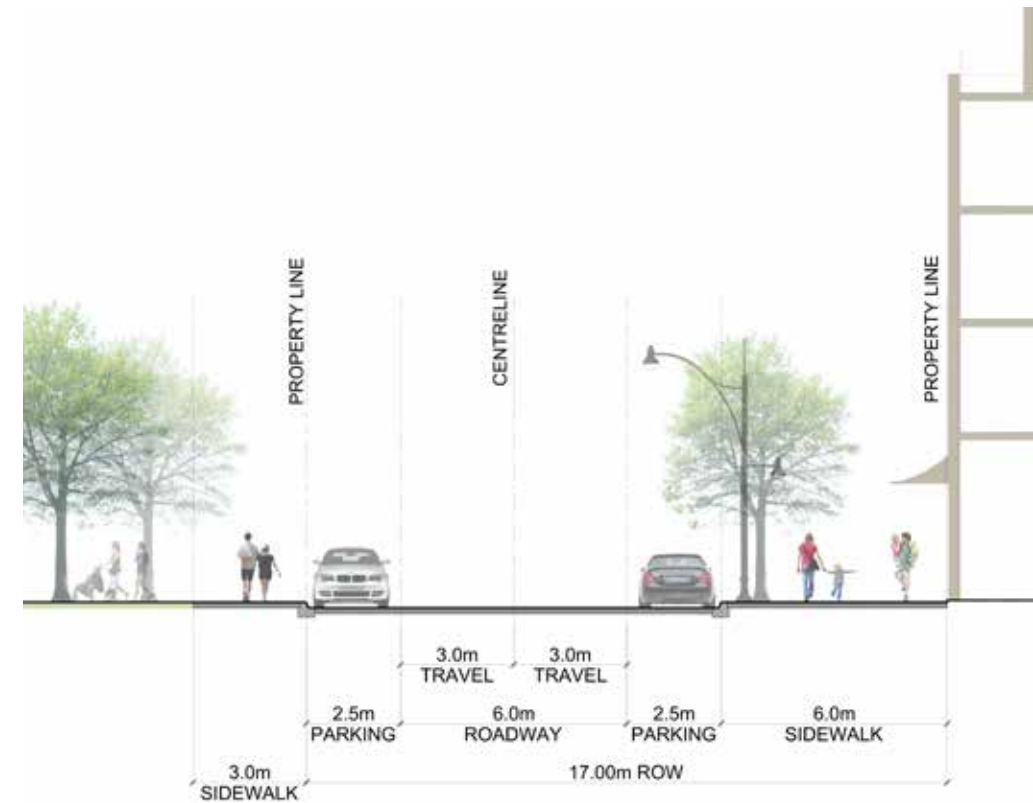


Diagram 1: Stavebank Road (looking north)



Diagram 2: Elizabeth Street Connection (looking east)

- North-South Spine** - This special street will be the primary internal street of the development, and must have an interesting and unique character. The location and the right-of-way width of the North-South Spine is to be considered flexible to accommodate different functional roles, and different design treatments. For example, the right-of-way could be wider to accommodate a piazza, or narrower if the design vision is less ambitious than shown in this Plan.

Notwithstanding that flexibility, design treatments must include special protection of the view corridor itself. Street tree planting along the Spine should be kept to its edges, so that the centre of the Spine may be clear of any vertical elements, right from Port Street East to Lake Ontario. This Comprehensive Master Plan incorporates a planned right-of-way width of 25 metres, with a central median, planted with low ornamental vegetation, as shown on Diagram 4;

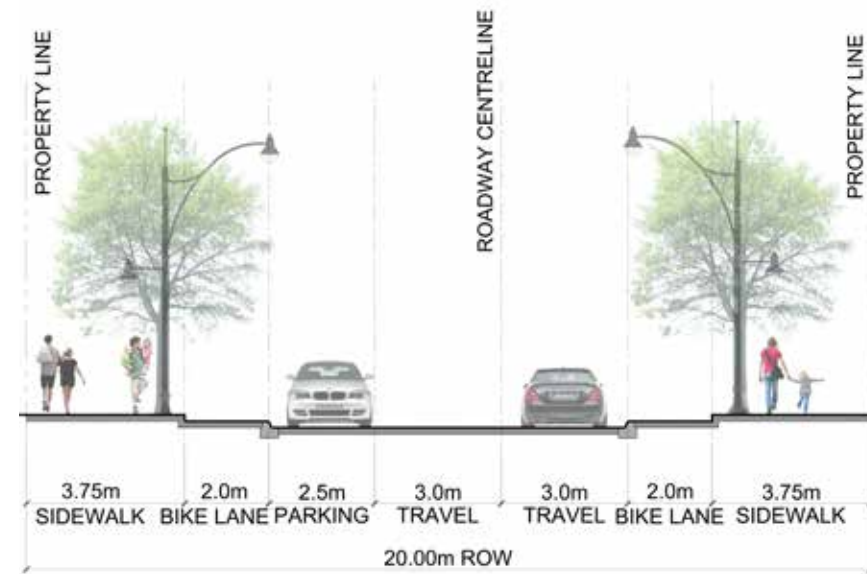


Diagram 3: Elizabeth and Helene Streets (looking north)

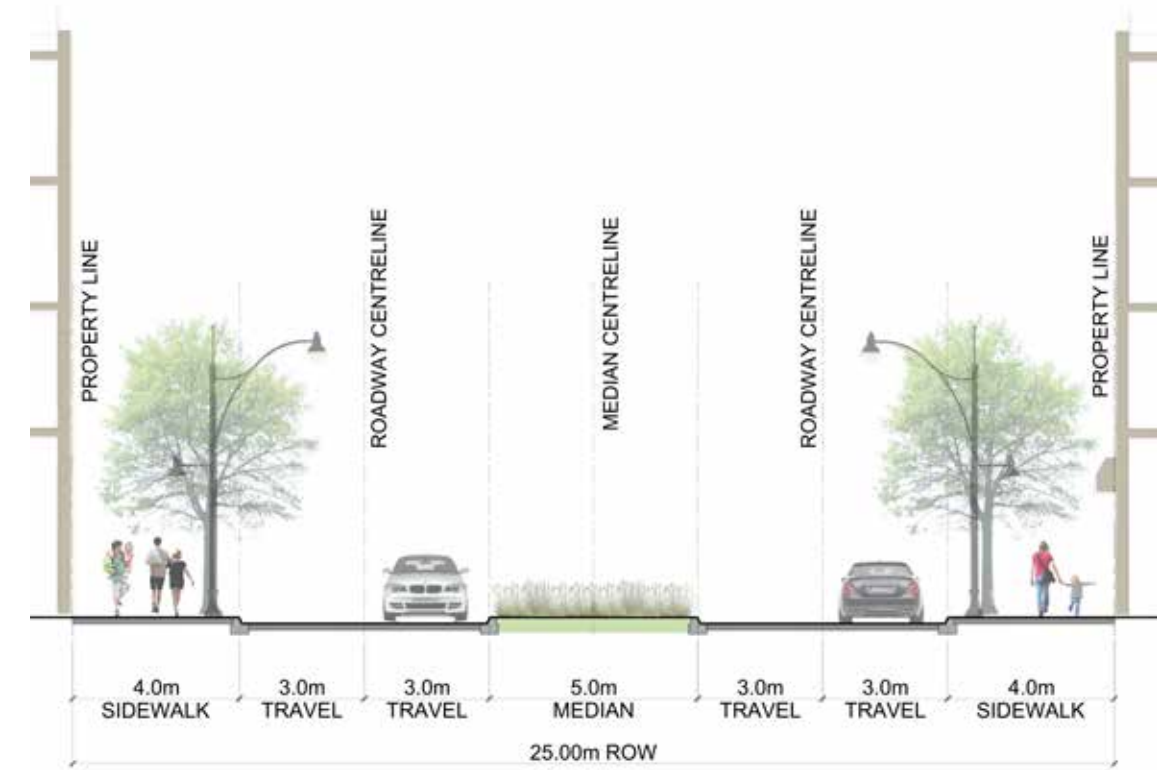


Diagram 4: North-South Spine (looking west)

- East-West Access Streets** - Additional East-West Access Streets will augment the primary street network, by providing emergency, service vehicle, parking and drop-off access to surrounding buildings. These streets will have a right-of-way width of 17 metres, and include facilities and design elements as shown on Diagram 5; and

- Shared Streets** - Shared Streets are also anticipated where vehicular traffic is to be controlled, but where pedestrian and cyclist activity is to be facilitated. They may also:

- > Provide access for emergency services, vehicles, drop-off, parking and servicing. They may take on a variety of characters, such as a traditional paved road with adjacent sidewalks; or, a primarily pedestrian pathway that accommodates vehicles, with adjacent landscaping;

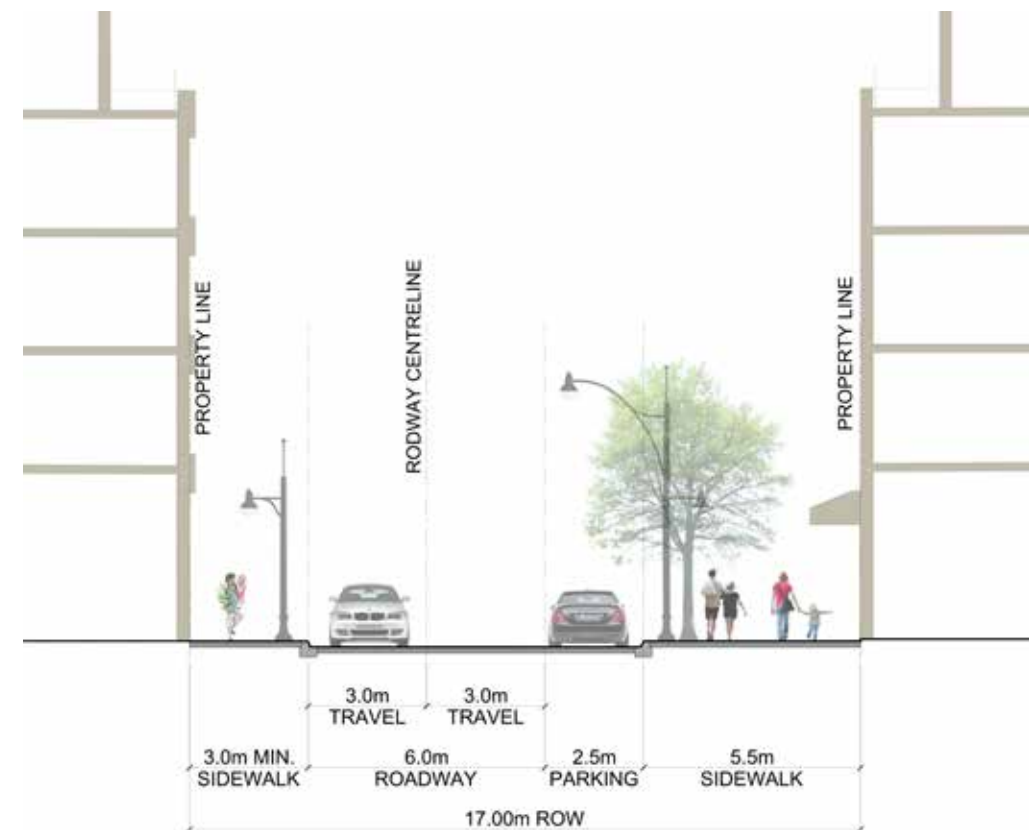


Diagram 5: East-West Access Streets (looking west)

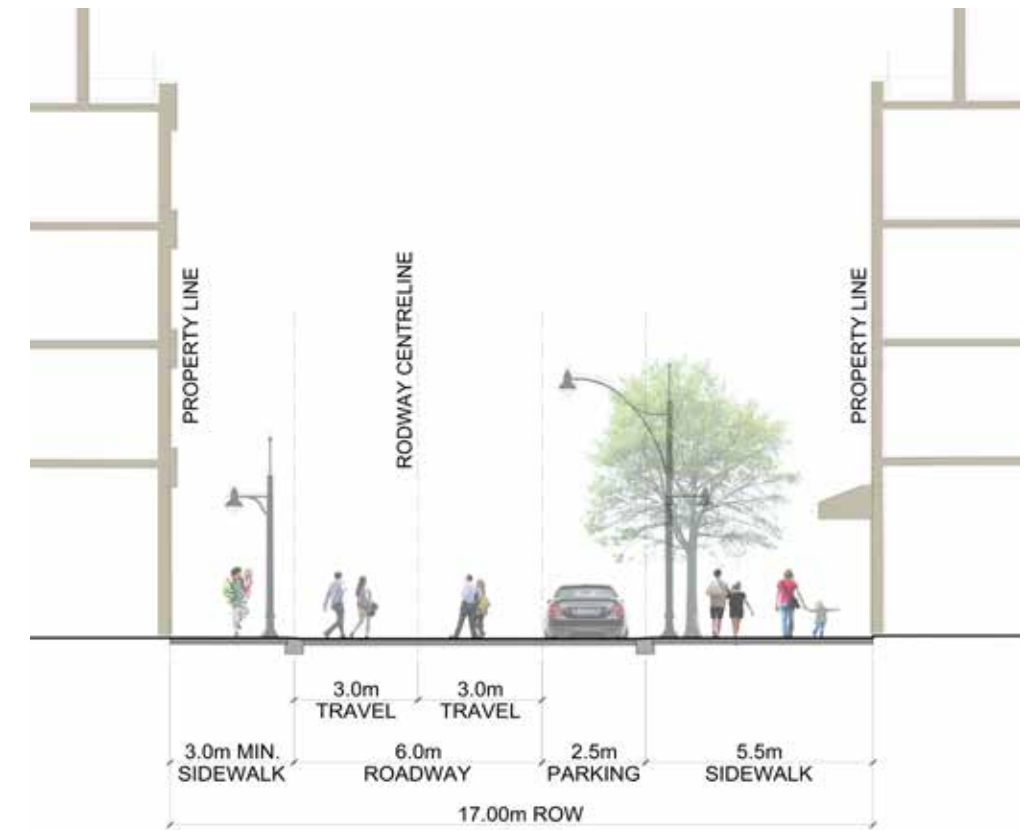


Diagram 6: Shared Street (looking west)

- > Offer valuable opportunities to improve functional and visual connections between the other components of the Street System and Pedestrian Realm Network. Shared Streets should contribute to the logical wayfinding system; and
- > Shared Streets will have a right-of-way width of 17 metres, and include facilities and design elements as shown on Diagram 6.

The identified Street System represents approximately 32 percent of the total developable land base of the Subject Site, as identified on Table 3:

Table 3 – Street System

Port Street East Widening (3m)	0.08 ha
Stavebank Road (17m)	0.60 ha
Elizabeth Street E-W Extension (17m)	0.27 ha
North-South Spine (25m)	0.48 ha
East-West Access Streets (17m)	0.14 ha
Shared Streets (17m)	0.43 ha
TOTAL AREA FOR STREET SYSTEM	2.00 ha*

*The Total area for the Street System does not include the existing Elizabeth or Helene Street right-of-ways.

OPPORTUNITIES FOR REDUCED STREET RIGHT-OF-WAYS

In accordance with the concepts presented in the Mississauga Official Plan, reduced right-of-way widths are utilized in this Comprehensive Master Plan in order to make efficient use of the developable land base and to create a sense of enclosure. Reduced right-of-way widths also aid in traffic calming and help to animate the streetscape. The City will need to consider the appropriateness of these right-of-way proposals from legal, liability and public safety perspectives, and ensure that there is enough space for the accommodation of municipal service infrastructure, where required.

PUBLIC VS. PRIVATE OWNERSHIP

In this Comprehensive Master Plan, the Street System may be publicly or privately owned, with the exception of Port Street East and the southward extensions of Elizabeth and Helene Streets, which are already publicly owned. In addition, all, or part of the Stavebank Road extension should be dedicated to the City as a public street.

Where streets are privately owned, public easements may be required for municipal service infrastructure. Where streets are public, private easements for below grade parking structures may be provided. The City will need to consider the feasibility of a public/private approach to street access and maintenance, as well as the legal agreements required to facilitate such an approach.

STREETSCAPE DESIGN ELEMENTS

Streets will be designed to continue the existing street and block grid pattern of Port Credit and allow for enhanced penetration into the 1 Port Street East Site. Multiple points of access will achieve north/south and east/west view corridors to the water, good pedestrian accessibility and safety, enhanced cycling facilities, multi modal movement opportunities and access to marina-related facilities and parking lots. It is the intent of this Comprehensive Master Plan that the design and maintenance of the range of streets within and abutting the Subject Site must reflect its high quality urban waterfront character, as identified on Diagrams 1 through 7.

It is also understood that how built form interfaces with the abutting street is important to animating the street and creating a safe, welcoming environment for pedestrians and cyclists. This crucial interface of street and built form is dependent upon the scale of the buildings, the width and function of the street and the size of the building setbacks and the at-grade uses. The following applies to the various street types identified in this Comprehensive Master Plan:

- All Streets will be safe, accessible, secure and shall implement the relevant requirements of the Ontarians with Disabilities Act;
- Throughout the Subject Site, street furnishings, plantings, materials, and techniques must be consistent in physical form and spacing and be of the highest quality. Pattern and repetition are essential to imprint a recognizable sense of place. Streetscaping shall complement the design treatments of the other elements of the Pedestrian Realm Network;
- The design of streetscapes shall create defined and continuous zones for planting, street furnishings, utilities and pedestrian, cyclist and vehicular traffic;
- Street trees shall be added, acknowledging that due to the location of significant view corridors, underground services/parking and restrictive right-of-ways, not all streets can accommodate them. Where trees are not desirable and/or possible, opportunities for Public Art, planters, banners, awnings and other amenities shall be explored;
- The design of streetscapes shall incorporate, where appropriate low impact development standards and sustainable infrastructure innovations and create opportunities for vegetative ground cover, such as shrubs and other plants in addition to, or instead of, street trees to enhance the Pedestrian Realm Network; and
- Access to loading and garbage facilities shall be located below grade and shall be designed to accommodate trade vehicles, moving vans, garbage trucks and delivery vehicles. In general, loading, garbage collection and parking areas should not be located where they are visible from the Street System or the Pedestrian Realm Network. Where possible, access to parking, loading and garbage collection areas should be provided from the defined East-West Access Streets or Shared Streets.

4.0 | PUT PEDESTRIANS FIRST! A CONNECTED PEDESTRIAN REALM NETWORK

New development on the 1 Port Street East Site shall strengthen community ties to the waterfront and include a connected Pedestrian Realm Network that is linked to the Street System and is accessible to pedestrians and cyclists, and is comfortable, animated and attractive all year round. New development will also:

- Provide views throughout and through the Subject Site to the water and adjacent JJ Plaus Park;
- Maximize public access around and through the Subject Site to the water's edge;
- Incorporate a continuous and contiguous waterfront trail; and
- Increase the quantity and quality of waterfront park space in Port Credit.

The Pedestrian Realm Network, identified on Map 5 is comprised of various and diverse components, including a Waterfront Promenade, the Waterfront Trail, and two Urban Squares. The interconnected Street System works in conjunction with the Pedestrian Realm Network to create a fine-grained network of public space for movement and activity. All of these elements play a vital role in animating the 1 Port Street East Site. It is the intent of this Plan to create year-round recreational and leisure opportunities, waterfront views, improved internal and external connectivity and an inviting and comfortable pedestrian experience.

As noted, it is key objective of the Pedestrian Realm Network to provide views throughout and through the Subject Site to the water and adjacent JJ Plaus and St. Lawrence Parks. The Pedestrian Realm Network will be complemented by the Street System to ensure that the key view corridors identified on Map 7 are protected from development and are designed to facilitate views.

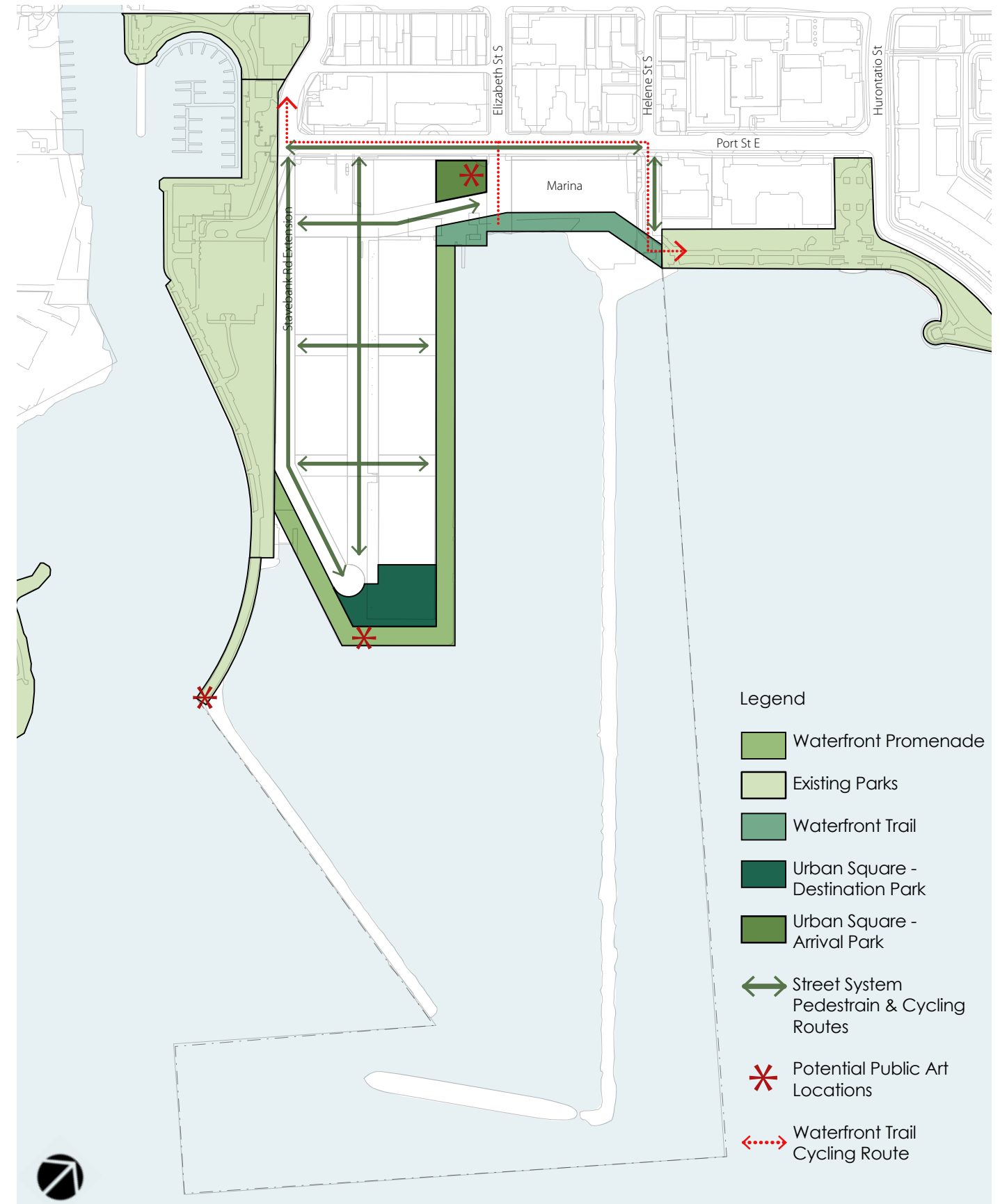
REQUIRED CONTRIBUTIONS TO THE PEDESTRIAN REALM NETWORK

The City has the authority to require parkland dedication, or cash-in-lieu of parkland dedication under Section 42 of the Planning Act and the Mississauga Official Plan. Development of the 1 Port Street East Site shall be subject to a parkland dedication requirement of 1.0 hectare per 300 dwelling units. In addition, non-residential land uses shall be required to dedicate land for park purposes at a pro-rated rate of 2 percent of the total developable land area.

HAZARD LANDS

Map 6 identifies the existing limit of the wave uprush component of the flood hazard on the 1 Port Street East Site. It has been determined as a 15.0 metre setback from the anticipated shoreline around the Pier and top of slope of the existing informal revetment along the north shore within the Marina, as identified on Map 6.

It is an objective of this Comprehensive Master Plan that all identified Hazard Lands be secured in public ownership and designated in a appropriate land use designation to restrict incompatible development (buildings and structures) and to protect life and property.



Map 5: The Pedestrian Realm

ELEMENTS OF THE PEDESTRIAN REALM NETWORK

The various elements of the Pedestrian Realm Network must be considered in concert with one another, with the planned Street System and within the context of the broader Port Credit community. A clear understanding of how these spaces work together and complement each other, and their adjacent uses, will lead to a more connected, accessible and logical network of pedestrian spaces throughout the 1 Port Street East Site. Moving people in to, out of and through this urban waterfront neighbourhood easily and safely, and providing a variety of spaces for socializing, special events and recreation, is a priority of this Comprehensive Master Plan.

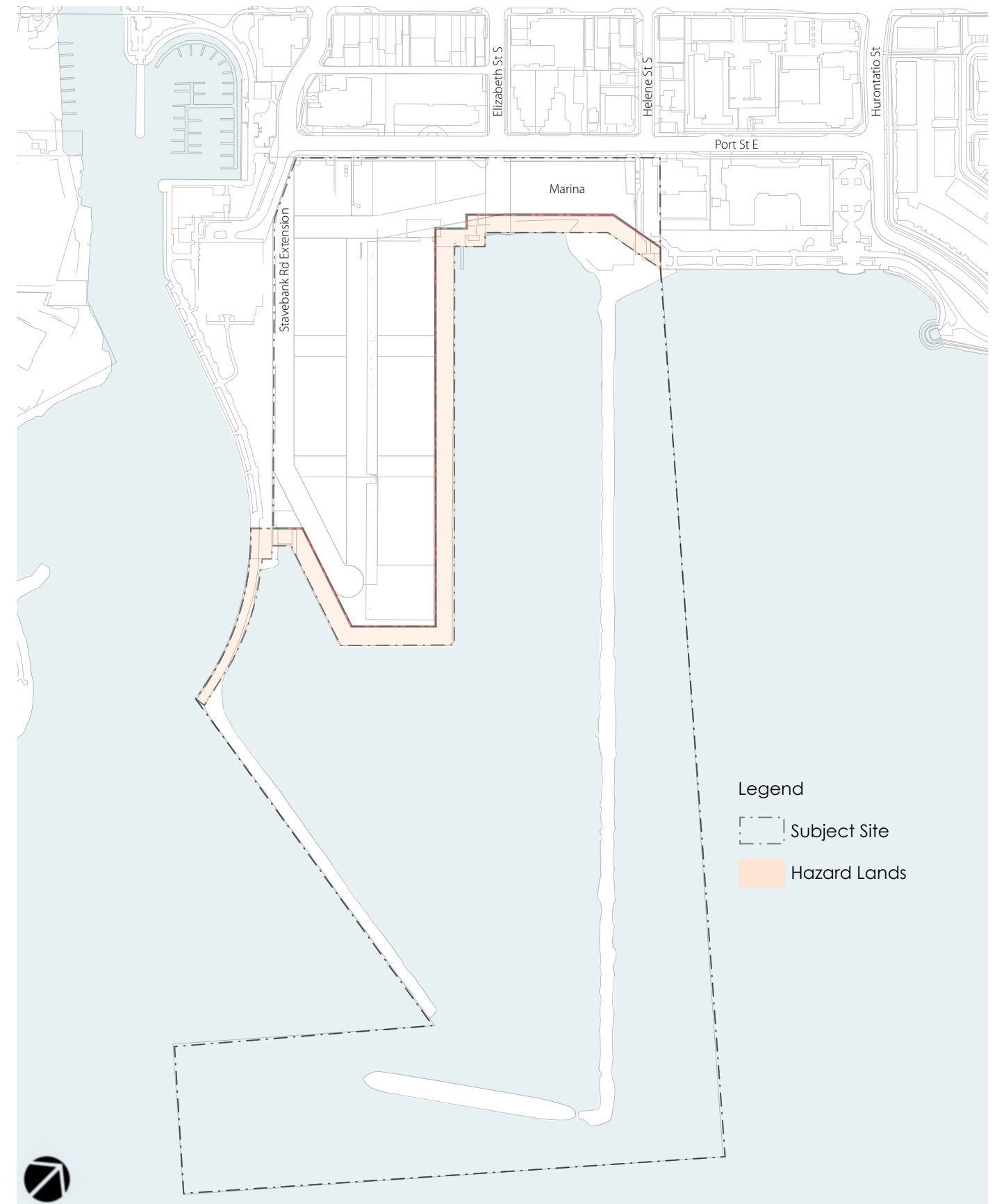
The Pedestrian Realm Network is composed of variety of types of open spaces creating passive and active recreational opportunities. Elements of the Network are located to provide gateways, destinations and linkages throughout the Subject Site, and to connect with surrounding trails and open spaces. Together with the Street System, the Pedestrian Realm Network creates a highly interconnected network for pedestrian enjoyment. The following are the key elements of the Pedestrian Realm Network for the 1 Port Street East Site, as shown on Map 5:

- **The Waterfront Promenade** – One of the most important elements of the Comprehensive Master Plan is the creation of a continuous, water's edge promenade linking JJ Plaus Park in the west with the Waterfront Trail and St. Lawrence Park to the east.

The Waterfront Promenade shall provide a broad, hard-surfaced pedestrian zone, complete with lighting, benches, trees, and other amenities. It will connect with all existing pathways as well as future sidewalks that it is adjacent to. The design shall respond to the various abutting edge conditions, including both the bulkhead and the built-form edges.

The Waterfront Promenade shall be a minimum of 15 metres in width. It will be designed to accommodate emergency services access and service vehicles in support of promenade-edge businesses, but will not be designed as a vehicular space. The Waterfront Promenade shall provide adequate space for public events, restaurant patios/café space and spill out retail space;

- **JJ Plaus Park** - Currently, the east boundary of JJ Plaus Park is heavily planted with trees, primarily conifers, with the purpose of screening the existing marina operations and boat storage. This will no longer be an appropriate interface once Stavebank Road is extended into the Subject Site. Stavebank Road will create a public frontage both for the new development and JJ Plaus Park, and the park should be open and visible to the Stavebank Road frontage. Further, there will be opportunities to create new pedestrian linkages from JJ Plaus Park to the new development;
- **The Waterfront Trail Cycling Route** - Cyclists will be accommodated by dedicated bicycle lanes along Port Street East and Helene Street. This will connect the multi-use path in St. Lawrence Park with JJ Plaus Park; and
- **Urban Squares** - An Urban Square is defined as a pedestrian space larger than 1,000 square metres and smaller than 8,000 square metres in size with access to a public street. They are to be primarily hard surfaced, but may include soft surface elements and water features. Urban squares shall include public art, community and civic event spaces and facilities for seniors, children and youth. This Comprehensive Master Plan identifies two Urban Squares on the Subject Site:
 - > **Destination Park** - Located at the southern tip of the Pier, the Destination Park is the largest open space on the Subject Site. It is expected to accommodate



Map 6: Hazard Lands

uses and programming appropriate to a Port Credit-wide destination park, including, for example, a flexible hard surface area, a community use building containing washrooms or change rooms, and a winter skating loop. The Waterfront Promenade is continuous and integrated along the edge of the Destination Park. Other elements within the Park, including trees, should not be located to interfere with clear views along the north-south view corridors.

The Destination Park is the full width of the Pier in an east-west direction. In the north-south direction, it is approximately 65 metres from the southern tip of the Pier to the closest development block. The Destination Park can be an irregular shape to accommodate Stavebank Road and the North-South Street. These elements of the Street System shall be designed with an urban plaza treatment adjacent to and integrated within the Destination Park, in order to expand its visual and functional scale; and

- > **Arrival Park** - Located near the foot of Elizabeth Street, Arrival Park is central to Port Credit as a whole, and so it can function as a 'Gateway', a welcoming space on the waterfront as it relates back to the broader Port Credit community. Arrival Park provides an important view corridor from the GO Station, and shall be designed as a significant window to the marina and open view to the water. Compared with the Destination Park, its location affords greater protection from the elements, particularly in winter, which may be a consideration for the types of facilities and programming it can host.

Arrival Park will have street frontages on three sides, and be faced by development on the fourth. It shall be the

full depth of the block in a north-south direction, and be 40 metres in width east-west. It should be designed to be visually and functionally linked to the Waterfront Promenade to the south.

The Pedestrian Realm Network represents approximately 25 percent of the total developable land base of the Subject Site. The required elements of the Pedestrian Realm Network, as shown on Map 5, are summarized in Table 4:

Table 4 – The Pedestrian Realm Network

Waterfront Promenade	0.81 ha
Waterfront Trail	0.30 ha
Urban Squares	
- Destination Park	0.31 ha
- Arrival Park	0.13 ha
TOTAL AREA	1.55 ha

OPPORTUNITIES FOR ADDITIONAL POCKET PARKS AND PEDESTRIAN LINKS

Pocket Parks are small-scale components of the Pedestrian Realm Network. They are expected to be less than 1,000 square metres in size, but generally greater than 75 square metres. Pocket Parks are primarily hard surfaced, with limited soft surface elements and water features; with facilities that promote a passive, relaxing atmosphere. In general, they should appear and function as public spaces where they front publicly accessible roads, linkages, or the Waterfront Promenade.

In addition to the elements of the Pedestrian Realm Network that are identified on Map 5, all Development Blocks identified on Map 4 shall include Pedestrian Realm Network land contribution that may include:

- A Pocket Park with a minimum frontage on a street or other Pedestrian Realm Network component of 7.5 metres, and a minimum size of 75 square metres; or,

- Pedestrian Links with a minimum width of 6 metres.

The scale, location and design of these block specific Pedestrian Realm Network contributions will be determined at the time of development applications.

PUBLIC VS. PRIVATE OWNERSHIP

All of the elements of the Pedestrian Realm Network identified in this Comprehensive Master Plan may be publicly owned or privately owned. Publicly owned elements of the Pedestrian Realm Network shall be counted toward the required parkland dedication.

Privately owned elements of the Pedestrian Realm Network will only be considered as part of the required parkland dedication where the City is satisfied that the component is accessible to the public, has been designed to City standards and will be maintained to City standards. Legal agreements to ensure the long-term adherence to these requirements shall be appropriately executed. However, nothing in this Plan suggests that the City will be compelled to accept any privately owned, publicly accessible element of the Pedestrian Realm Network as art of the required parkland dedication.

Further to the above, where lands have been identified as "Hazard Lands", the City shall not be compelled to accept those lands as part of the required parkland dedication. It shall, however, be an objective of the City to secure those lands in public ownership.

DESIGN ELEMENTS FOR THE PEDESTRIAN REALM NETWORK

Development at the 1 Port Street East Site shall provide Pedestrian Realm Network improvements and shall incorporate generous sidewalks and walkways and cycling facilities as well as a unified design vocabulary and adequate space for public events.

The character of the Pedestrian Realm Network

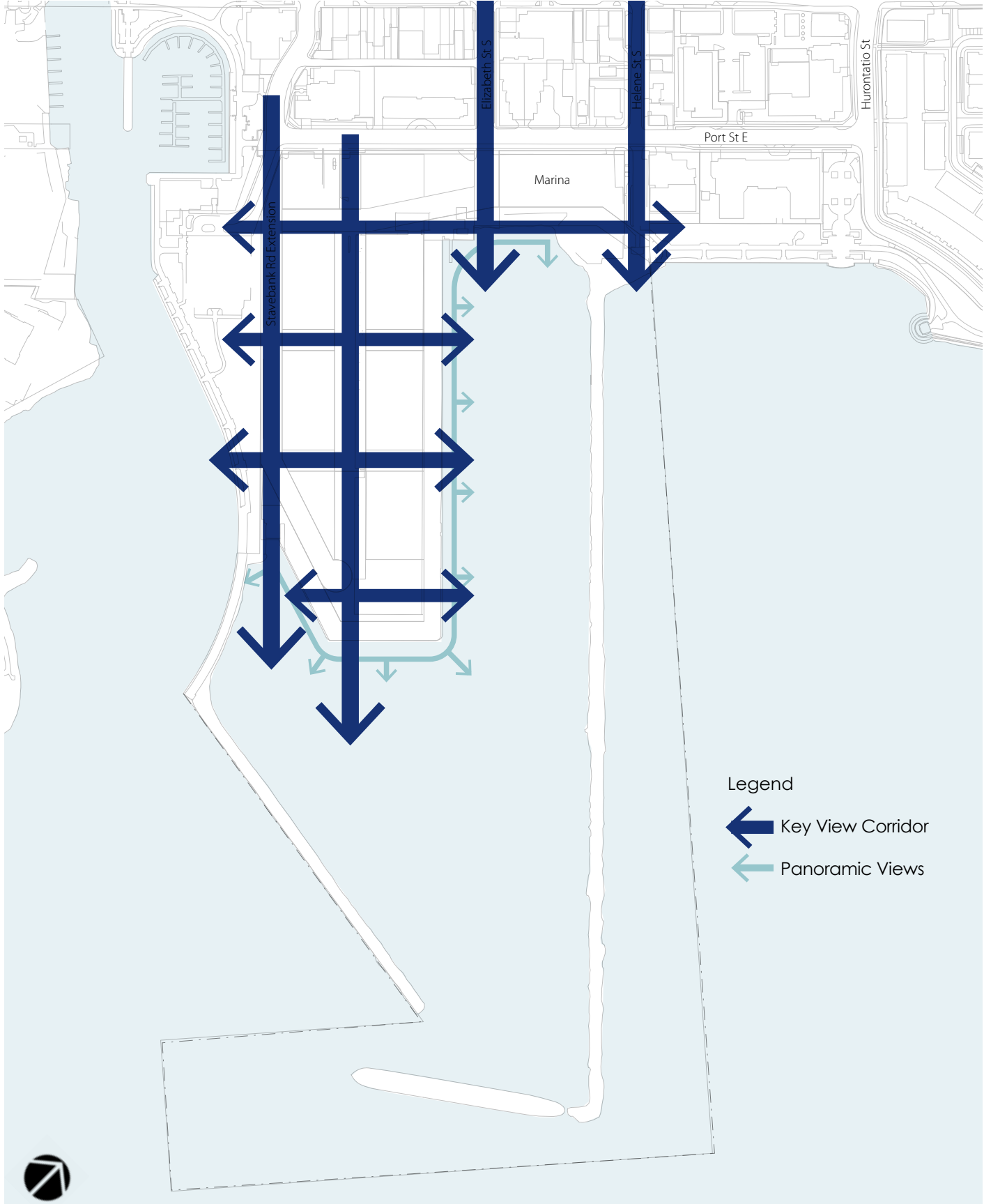
shall be urban. This not only reflects the nature of the surrounding urban development, but also the fact that there are a variety of large parks in the immediate vicinity, such as JJ Plaus Park, JC Saddington Park, St. Lawrence Park and Memorial Park, that fulfill different functions. The Pedestrian Realm Network should be programmed for appropriate animation, recreation and all season interest. Wayfinding signage should be provided throughout the Subject Site, complementary to the broader Port Credit wayfinding strategy, that directs people to the various parks within and adjacent, the waterfront, and the LRT and GO Station.

The Pedestrian Realm Network and the Street System are specifically designed to accentuate view corridors throughout and through the Subject Site, as well as broader panoramic views at the water's edge, as identified on Map 7.

The following applies to all elements of the Pedestrian Realm Network that are to be considered as counting toward the parkland dedication requirement of this Comprehensive Master Plan:

- The Pedestrian Realm Network will be safe, secure and accessible;
- The Pedestrian Realm Network will be designed to the highest quality standards. Top quality building materials, low impact development standards, informed planting choices and environmental sustainability are design priorities;
- All privately owned, publicly accessible elements of the Pedestrian Realm Network will be safe, secure and accessible to the public. These elements of the Pedestrian Realm Network will include adequate signage that indicates when it is open and accessible to the public;
- Comprehensive maintenance schedules for both the public and private sectors, will be developed for the Pedestrian Realm Network to ensure safe, accessible and healthy landscapes;

- Collectively, the Pedestrian Realm Network will achieve a minimum of 40 percent green landscape cover by the end of the 10th year after it is developed, or redesigned. Trees, shrubs and groundcover will be included in the landscape design to achieve this objective;
- The design of elements of the Pedestrian Realm Network will prioritize pedestrian comfort. Maximized daily sunlight and protection from wind and other elements will be considered to support year-round use;
- Pedestrian amenities, such as backed seating, tables, washrooms, water features and waste receptacles shall be of a high quality and readily available;
- The Pedestrian Realm Network will include highly visible locations for Public Art. Key locations for public art are identified conceptually on Map 5;
- The Pedestrian Realm Network will include high quality, barrier free programmable space that can accommodate the needs of users and facilitate socializing, special events and recreation; and
- The Pedestrian Realm Network on the Subject Site shall be appropriately linked with other off-site elements of the Pedestrian Realm Network.



Map 7: View Corridors

5.0 | BE A COMPLETE AND HEALTHY NEIGHBOURHOOD

The 1 Port Street East Site is designed as a healthy and complete neighbourhood with a built environment that is pedestrian-friendly, transit-supportive, contains a mix of uses that support daily living and enables physical activity through Active Transportation. Healthy places are planned thoughtfully from the outset, with an eye to making the healthy choice such as walking or cycling - the easy choice.

New development on the 1 Port Street East Site will accommodate a range and mix of residential, commercial, maker cultural and community land uses and spaces. Importantly, new development will:

- Celebrate it's water's edge relationship by providing views, public access and buildings that architecturally address the waterfront;
- Add jobs in the office, retail and service commercial sectors;
- Provide for a full-service marina;
- Promote maker uses and educational opportunities; and
- Include a range and mix of dwelling unit types, tenures and sizes, including units that are more affordable.

The 1 Port Street East Site currently accommodates a full service marina, including dockage and on-land boat storage, boat repair, chandlery, boat sales, charters and other retail and small scale office uses. All of these uses are expected to continue in some form as an integrated part of new development.

This Plan is expected to provide for the accommodation of existing jobs on the Subject Site as well as add substantially more jobs, based on a requirement to provide secondary office

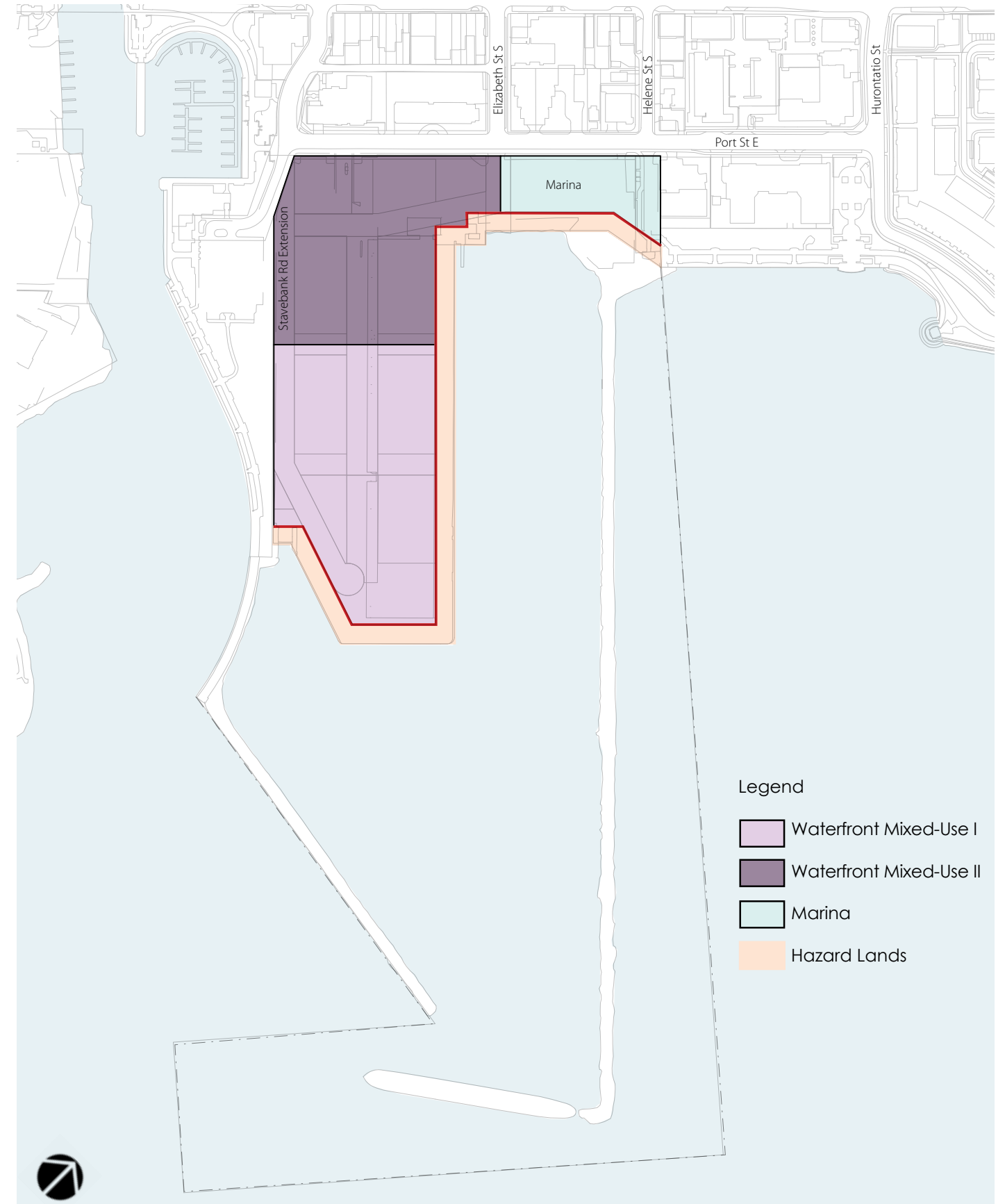
space, and a broad range and mix of retail, service commercial and restaurant uses. Maker spaces and artisan workshop uses are also permitted.

The Plan will accommodate a wide range and mix of complementary and compatible land uses, including residential dwellings in the form of live-work units, townhouses and apartments, institutional uses, recreational and cultural facilities, as well as the employment uses noted above. From a residential development perspective, this Comprehensive Master Plan includes a range and mix of dwelling unit types and sizes, including units that have the potential to be more affordable.

A mix of land uses is desired to help create a vibrant neighbourhood within Port Credit, supporting activity at different times of the day and year, and where each use complements and reinforces the other. The mixture of land uses helps create a complete and healthy neighbourhood.

Attracting and accommodating employment uses is a priority of this Plan. Employment opportunities are to be accommodated throughout the 1 Port Street East Site, and shall include:

- Commercial office, retail and service commercial uses, including hotels and restaurants;
- A full-service marina;
- a "Marina Marketplace";
- Maker spaces and artisan workshops; and
- Cultural, institutional, recreational and educational uses.



Map 8: Land Use Designations

LAND USE DESIGNATIONS

Notwithstanding the provisions of the Mixed-Use and Greenbelt designations and the Desirable Urban Form policies of the Port Credit Local Area Plan and the City of Mississauga Official Plan, the 1 Port Street East Site is intended to accommodate a vibrant waterfront mixed-use neighbourhood that supports a diverse mixture of uses and an animated built form interface to the adjacent Street System and Pedestrian Realm Network. To achieve the types and forms of development anticipated, the Subject Site is further subdivided into 4 distinct land use designations, identified on Map 8, as follows:

- Waterfront Mixed-Use I Designation;
- Waterfront Mixed-Use II Designation;
- Marina Designation; and
- Hazard Lands.

WATERFRONT MIXED-USE I DESIGNATION

- **Permitted Uses** - The blocks, sites and buildings within the Waterfront Mixed-Use I Designation may incorporate a diverse mix of uses, including:
 - > Retail and service commercial uses;
 - > Office uses;
 - > Hotels, restaurants and/or other tourism-related uses;
 - > Street, block and stacked townhouses and apartment units;
 - > Live-work units;
 - > Civic and institutional uses;
 - > Cultural, educational and/or recreational uses;
 - > Any elements of the Pedestrian Realm Network;

- > Structured parking facilities, above and/or below grade; and
- > The Street System and all public and private utilities and infrastructure;
- **Development Criteria** - The following general development criteria shall apply within the Waterfront Mixed-Use I Designation:
 - > The equivalent of a minimum of 5 percent of the total Gross Floor Area shall be provided for at-grade, non-residential uses;
 - > Apartment buildings or office buildings are permitted, and those buildings may include a mixture of uses within the building. The inclusion of at-grade retail, service commercial and/or restaurant uses is encouraged;
 - > Stand alone residential buildings shall set back a minimum of 2.5 metres and a maximum of 3.5 metres from the edge of any defined Pedestrian Realm Network or Street System element to improve privacy and transition. Live-work units and other non-residential uses do not require any additional setback;
 - > Retail, service commercial and/or restaurant uses are to be located primarily at-grade. In special cases, these uses may be located above grade or contain above-grade space if it enhances the overall intent of this Plan;
 - > For office space uses, a maximum of 20 percent of the proposed Gross Floor Area may be developed at-grade in any individual building. The remainder of the proposed office space is to be located on floors above grade;
 - > Where retail uses are provided at-grade, adjacent to the edge of any defined Pedestrian Realm Network or Street System element, vertical articulation of

narrow storefronts (maximum 6 metres) is required. Individual stores can include multiple storefronts;

- > Retail and service commercial uses shall be limited in size to a maximum of 3,800 square metres per individual business;
- > Where retail, service commercial and/or restaurant uses are provided at grade, weather protection encroaching into the abutting Pedestrian Realm Network or Street System element is encouraged, subject to the approval of the City; and
- > For all residential uses, private open space amenity areas shall be provided in the form of patios, decks, balconies and/or rooftop gardens. These amenity areas shall include defined dog station areas;
- **Vehicle Parking Requirements** - In order to promote opportunities for Active Transportation and ensure the efficient use of parking, parking requirements should allow for reduced parking standards where car share spaces, unbundled parking (unbundled parking separates the cost of parking from the ownership of a residential unit, typically by offering parking spaces for a monthly fee) and/or shared visitor parking (commercial) are provided as part of a development proposal;
- Parking requirements will take advantage of the mixed use form of development and recognize the availability of higher order transit in proximity while ensuring adequate levels of shared parking for residential, marina and commercial uses and visitors. Parking requirements are as follows:
 - > Office uses – 3.0 spaces per 100 square metres of Gross Floor Area;
 - > Retail/Restaurant/Service Commercial uses – 4.0 to 4.5 spaces per 100 m² of Gross Floor Area;

- > Residential uses:
 - 0.8 spaces/unit for bachelor;
 - 0.9 spaces/unit for 1-bedroom;
 - 1.0 spaces/unit for 2-bedroom;
 - 1.3 spaces/unit for 3-bedroom; and
 - 0.15 spaces/unit for visitor parking.
- > Live-work uses – 1.75 spaces per unit;
- The City shall consider further parking reductions for all land uses where ride share services are provided. The amount of the reduction shall be subject to a Transportation Demand Management Plan, and an agreement between the City, the proponent and the ride share company; and
- The City shall ensure that the Payment-in-Lieu of the provision of parking directly reflects the actual cost of building structured parking facilities on the Subject Site;
- **Bicycle Parking Requirements** – The City of Mississauga has shown its support for a multi-modal transportation network that includes cycling for both recreational and functional purposes. To recognize and implement that support, the following bicycle parking standards shall be required:
 - > Office uses – 0.3 short-term bicycle parking spaces per 1,000 square metres of Gross Floor Area, plus 1.7 secure bicycle parking spaces per 1,000 square metres of Gross Floor Area;
 - > Retail/Restaurant/Service Commercial uses – 2.5 short-term bicycle parking spaces per 1,000 square metres of Gross Floor Area, plus 1 secure bicycle parking spaces per 1,000 square metres of Gross Floor Area; and
 - > Residential uses – Required to provide 0.15 short-term bicycle parking spaces per unit, plus:

- For Bachelor units - 0.15 secure parking spaces per unit;
- For 1-Bedroom units - 0.3 secure parking spaces per unit;
- For 2-Bedroom units - 0.5 secure parking spaces per unit; and
- For 3-Bedroom units - 0.75 secure parking spaces per unit.

WATERFRONT MIXED-USE II DESIGNATION

- **Permitted Uses** - The blocks, sites and buildings within the Waterfront Mixed-Use II Designation may incorporate a diverse mix of uses, including:
 - > Retail and service commercial uses;
 - > Commercial office uses;
 - > Hotels, restaurants and/or other tourism-related uses;
 - > Street, block and stacked townhouses and apartment units;
 - > Live-work units;
 - > Civic and institutional uses;
 - > Cultural, educational and/or recreational uses;
 - > Maker spaces/artisan workshop uses;
 - > Any elements of the Pedestrian Realm Network;
 - > Structured parking facilities, above and/or below grade; and
 - > The Street System and all public and private utilities and infrastructure;
- **Development Criteria** - The following general development criteria shall apply within the Waterfront Mixed-Use II Designation:

- > To promote a 'Marina Marketplace' within this Designation, retail and service commercial uses shall be required at-grade where the building has frontage adjacent to Port Street East, or is adjacent to the Waterfront Promenade within this Designation;
- > A minimum of 6,000 square metres of office space shall be provided in stand alone or in mixed use buildings;
- > The equivalent of a minimum of 5 percent of the total Gross Floor Area be provided for at-grade, non-residential uses;
- > Any maker space or artisan workshop use may only be permitted where appropriate and in conformity with all applicable legislation related to nuisance emissions and other identified land use compatibility concerns;
- > Apartment buildings or office buildings are permitted, and those buildings may include a mixture of uses within the building, the inclusion of at-grade retail and/or service commercial uses is encouraged;
- > Stand alone residential buildings shall set back a minimum of 2.5 metres and a maximum of 3.5 metres from the edge of any defined Pedestrian Realm Network or Street System element to improve privacy and transition. Live-work units and other non-residential uses do not require any additional setback;
- > Retail, service commercial and/or restaurant uses are to be located primarily at-grade. In special cases, these uses may be located above grade or contain above-grade space if it enhances the overall intent of this Plan;
- > For office space, a maximum of 20 percent of the proposed Gross Floor Area may be developed at-grade in any

individual building. The remainder of the proposed office space is to be located on floors above grade;

- > Where retail uses are provided at-grade, adjacent to the edge of any defined Pedestrian Realm Network or Street System element, vertical articulation with narrow storefronts (maximum 6 metres) is required. Individual stores can include multiple storefronts;
- > Retail and service commercial uses shall be limited in size to a maximum of 3,800 square metres per individual business;
- > Where retail, service commercial and/or restaurant uses are provided at-grade, weather protection encroaching into the abutting Pedestrian Realm Network or Street System element is encouraged, subject to the approval of the City; and
- > For all residential uses, private open space amenity areas shall be provided in the form of patios, decks, balconies and/or rooftop gardens. These amenity areas shall include defined dog station areas;
- **Vehicle Parking Requirements** - In order to promote opportunities for Active Transportation and ensure the efficient use of parking, parking requirements should allow for reduced parking standards where car share spaces, unbundled parking (unbundled parking separates the cost of parking from the ownership of a residential unit, typically by offering parking spaces for a monthly fee) and/or shared visitor parking (commercial) are provided as part of a development proposal.
- Parking requirements will take advantage of the mixed use form of development and recognize the availability of higher order transit while ensuring adequate levels of shared parking for residential, marina and commercial uses and visitors. Parking requirements are as follows:

- > Office uses – 3.0 spaces per 100 square metres of Gross Floor Area;
- > Retail/Restaurant/Service Commercial uses – 4.0 to 4.5 spaces per 100 m² of Gross Floor Area;
- > Residential uses:
 - 0.8 spaces/unit for bachelor;
 - 0.9 spaces/unit for 1-bedroom;
 - 1.0 spaces/unit for 2-bedroom;
 - 1.3 spaces/unit for 3-bedroom; and
 - 0.15 spaces/unit for visitor parking.
- > Live-work uses – 1.75 spaces per unit;
- The City shall consider further parking reductions for all land uses where ride share services are provided. The amount of the reduction shall be subject to a Transportation Demand Management Plan, and an agreement between the City, the proponent and the ride share company; and
- The City shall ensure that the Payment-in-Lieu of the provision of parking directly reflects the actual cost of building structured parking facilities on the Subject Site;
- **Bicycle Parking Requirements** – The following bicycle parking standards shall be required:
 - > Office uses – 0.3 short-term bicycle parking spaces per 1,000 square metres of Gross Floor Area, plus 1.7 secure bicycle parking spaces per 1,000 square metres of Gross Floor Area;
 - > Retail/Restaurant/Service Commercial uses – 2.5 short-term bicycle parking spaces per 1,000 square metres of Gross Floor Area, plus 1 secure bicycle parking spaces per 1,000 square metres of Gross Floor Area; and

- > Residential uses – Required to provide .15 short-term bicycle parking spaces per unit, plus:
 - For Bachelor units - 0.15 secure parking spaces per unit;
 - For 1-Bedroom units - 0.3 secure parking spaces per unit;
 - For 2-Bedroom units - 0.5 secure parking spaces per unit; and
 - For 3-Bedroom units - 0.75 secure parking spaces per unit.

MARINA DESIGNATION

- **Permitted Uses** - The blocks, sites and buildings within the Marina Designation may incorporate a diverse mix of uses, including:
 - > Marina-related retail and service commercial uses, restaurants and/or other tourism-related uses;
 - > Marina facilities, including floating docks and boat slips, fuel dock and pump-out station, boat repair facilities, and ancillary equipment;
 - > A marina administration office;
 - > Maker spaces/artisan workshop uses;
 - > On-site winter boat storage;
 - > Any elements of the Pedestrian Realm Network;
 - > Structured parking facilities, at or below grade; and
 - > The Street System and all public and private utilities and infrastructure;
- **Development Criteria** - The following general development criteria shall apply within the Marina Designation:

- > To promote a 'Marina Marketplace', marina-related commercial facilities shall be clustered, as much as is feasible, in proximity to Port Street East, other marina-related facilities and the east side of the Pier;
- > Any maker space, artisan workshop use or boat repair facility may only be permitted where appropriate and in conformity with all applicable legislation related to nuisance emissions and other identified land use compatibility concerns;
- > A detailed Marina Development Plan shall be prepared to identify and confirm the mix of land uses, the location of buildings, building heights, parking and boat storage facilities and the layout for the marina docks slips, facilities and associated amenities as part of an overall marina redevelopment strategy; and
- > It is intended that the existing breakwaters and Ridgetown be retained to protect the harbour area for the marina. However, further lake fill opportunities may be considered at the base of Elizabeth Street, Helene Street and along the east breakwater to improve public waterfront access and possible expanded or relocated marina functions after detailed environmental studies to assess the impacts have been carried out to the satisfaction of the City, in consultation with Credit Valley Conservation and any other agency having jurisdiction;
- **Vehicle Parking Requirements** - In order to promote opportunities for Active Transportation and ensure the efficient use of parking, parking requirements should allow for reduced parking standards where car share spaces, unbundled parking (unbundled parking separates the cost of parking from the ownership of a residential unit, typically by offering parking spaces for a monthly fee)

and/or shared visitor parking (commercial) are provided as part of a development proposal.

- Parking requirements will take advantage of the mixed use form of development and recognize the availability of higher order transit while ensuring adequate levels of shared parking for residential, marina and commercial uses and visitors. Parking requirements are as follows for the identified marina-related uses:
 - > 0.4 to 0.5 parking spaces per slip;
 - > 3.0 spaces per 100 square metres of Gross Floor Area for all other permitted uses;
- The City shall consider further parking reductions for all land uses where ride share services are provided. The amount of the reduction shall be subject to a Transportation Demand Management Plan, and an agreement between the City, the proponent and the ride share company; and
- The City shall ensure that the Payment-in-Lieu of the provision of parking directly reflects the actual cost of building structured parking facilities on the Subject Site;
- **Bicycle Parking Requirements** – The following bicycle parking standards shall be required:
 - > Office and Boat Repair uses – 2.5 short-term bicycle parking spaces per 1,000 square metres of Gross Floor Area, plus 1.5 secure bicycle parking spaces per 1,000 square metres of Gross Floor Area;
 - > Retail/Restaurant/Service Commercial uses – 2.5 short-term bicycle parking spaces per 1,000 square metres of Gross Floor Area, plus 1 secure bicycle parking spaces per 1,000 square metres of Gross Floor Area; and

- > Boat Slips – Required to provide 0.15 short-term bicycle parking spaces per slip, plus 0.15 secure bicycle parking spaces per slip.

HAZARD LANDS DESIGNATION

- **Permitted Uses** - The lands identified within the Hazard Lands Designation are for the protection of human life and property. No new development shall be permitted, in accordance with the Mississauga Official Plan, except the following:
 - > Flood control works;
 - > Any elements of the Pedestrian Realm Network;
 - > The Street System, and all public and private utilities and infrastructure; and
 - > Marina-related facilities, including surface parking lots
- **Development Criteria** - The following general Development Criteria shall apply within the Hazard Lands Designation:
 - > All permitted development shall be subject to the approval of the City, in consultation with Credit Valley conservation and any other authority having jurisdiction; and
 - > It is intended that the existing breakwaters and Ridgetown be retained to protect the harbour area for the marina. However, further lake fill opportunities may be considered at the base of Elizabeth Street, Helene Street and along the east breakwater to improve public waterfront access and possible expanded or relocated marina functions after detailed environmental studies to assess the impacts have been carried out to the satisfaction of the City, in consultation with Credit Valley Conservation and any other agency having jurisdiction;

ENSURING HOUSING DIVERSITY + AFFORDABLE HOUSING

In addition to a mixture of land uses, a complete neighbourhood also includes a diversity of housing types, scales, and tenures, including house forms and sizes that are more affordable. Residents of all ages, income levels and abilities rely on a range and mix of housing types and tenures to offer a meaningful place to grow and a safe and secure place to live. An appropriate range of housing choices contributes to the overall health and well-being of a community.

It is anticipated that the ultimate development of the 1 Port Street East Site shall accommodate a substantial number of new dwelling units (up to an estimate 1,540 new dwelling units) including some combination of street, block or stacked townhouses, apartments and live-work units. The objectives of this Plan related to the provision of affordable housing include:

- Promote the development and sustainability of an appropriate and adequate mix of housing by fostering a range of types, tenures and affordability which can accommodate the broad needs of the residents of Port Credit over time, regardless of age, income level, ability or household type; and
- Work with the private sector, the not-for-profit sector, all levels of government, community agencies and other stakeholders in the achievement of the affordable housing objectives of the City.

Based on these identified objectives, the City shall consider the application of the following directives for the 1 Port Street East Site:

- **Accessible Housing Forms** - Appropriately scaled accessible housing units shall be integrated within the Subject Site, in locations where community services and amenities are easily accessible to ensure people with special needs have the best opportunity to care for themselves as much as possible in

a non-institutional setting. Special needs and emergency housing shall be permitted anywhere on the Subject Site that permits residential uses;

- **Housing Mix** - In approving new development on the Subject Site, the City shall require a mix of housing unit types and sizes and shall encourage a mixture of tenures and affordability which will accommodate changes in community needs over time. To promote housing affordability, the City shall require that a minimum of 10 percent of all dwelling units shall have a maximum net floor area of 80 square metres, and an additional 5 percent of all dwelling units shall have a maximum net floor area of 50 square metres;
- **Prioritizing Affordable Housing** - The following planning strategies may also be considered by the City in an effort to achieve affordable housing objectives:
 - > Support alternative and innovative development standards to facilitate affordable housing and a more efficient and compact development form;
 - > Ensure that the provisions of the Zoning By-Law/Development Permit By-Law are sufficiently flexible to permit a range of innovative housing types and sizes, including cohousing, communal housing and life-lease housing; and
 - > Support affordable independent living options that address the needs of an aging population and persons with disabilities.
 - > In addition, the following strategies shall be considered by the City in an effort to incentivize affordable housing:
 - > Provide targeted relief from development, planning, permit, and other fees normally charged for projects that provide affordable housing;

- > Apply for government grants and/or subsidies, including land dedication, that will reduce overall development costs;
- > Streamline the approvals process for projects that provide affordable housing; and
- > Reduce parkland dedication and/or parking requirements for projects that provide affordable housing;
- **Achieving Affordable Housing** - The City may utilize the implementation tools suggested in this Comprehensive Master Plan, the City of Mississauga Official Plan and/or in the Planning Act to ensure a diversity of housing options are available on the Subject Site to residents of all ages, abilities and incomes.

In addition, the following agreements/partnerships and associated implementation tools may be considered by the City in an effort to achieve affordable housing objectives:

- > Explore opportunities to enter into agreements with private and non-profit partners for the provision of affordable housing;
- > Coordinate and collaborate with local housing advocacy groups, community partners, government agencies and the private sector to support the affordable housing policies of the Region of Peel and City of Mississauga Official Plans and to promote innovative housing forms, development techniques and incentives that will facilitate the provision of affordable housing; and
- > Provide planning support services to local housing advocacy groups and community service agencies who are interested in pursuing the provision of assisted/special needs housing, supportive housing, emergency shelters and transitional housing in the community.

6.0 | REPRESENT WORLD-CLASS DESIGN QUALITY

New development - both public and private sector - will be beautiful and at a human scale, and will be compatible with the broader Port Credit community. In addition, new development will:

- Promote design diversity and variations in height and density;
- include an opportunity for the creation of an iconic landmark building; and
- Incorporate a commitment to sustainable design and green building technologies.

The 1 Port Street East Site has prominence and importance in Port Credit, and for all of Mississauga. New development must become a showpiece of high-quality design that leverages its tremendous locational attributes. Excellence in architecture and urban design is essential in creating a vibrant and attractive neighbourhood.

As such, new development shall exhibit high quality standards of urban design and architecture, provide a distinguishing character, and use quality materials. New development will reinforce the connection between the City and the waterfront.

New development will also reinforce the views to Lake Ontario, the Credit River and waterfront activities and will provide a suitable relationship with the waterfront and the adjacent JJ Plaus Park and St. Lawrence Park. It will also enhance the character of the Port Credit community, animate adjacent streetscapes and facilitate pedestrian activity.

The intent of this Comprehensive Master Plan is to achieve a balance between a consistency of building design as well as individual expression in new developments. This Plan promotes innovation. It does not prescribe any particular architectural design solution or approach.

The design of individual buildings and among the various development blocks is intended to be eclectic and varied. Individuality in design will help avoid the monotonous built form and 'project feel' of a more consistent and prescribed built form model. In general, it is the intent of this Plan to:

- Promote and achieve outstanding architecture that demonstrates excellence in design and includes high quality detailing; and
- Provide sufficient flexibility in considering architectural design proposals to support and accommodate variety, without any strict imposition on architectural style.

BUILT ENVIRONMENT

Throughout the 1 Port Street East Site, the design and architectural quality of development, inclusive of buildings, the Pedestrian Realm Network and the Street System, shall be measured according to their level of consistency with the following criteria:

- **Identity** - Development shall achieve a unique expressive identity respectful of context. Where applicable, the ground floor of buildings shall be designed to express the individuality of the commercial or residential unit through architectural expression and the inclusion of entrance doors and windows addressing the adjacent Street System and/or Pedestrian Realm Network elements;
- **Design Excellence** - All development shall demonstrate design excellence and compatibility with its surrounding context. Architectural detailing, landscape treatments, colour and building materials shall be representative of the highest quality possible;
- **Four Seasons Interest and Comfort** - Development shall be sited and designed to the extent feasible to provide human comfort and visual interest during all

seasons, with particular emphasis on protection from winter winds throughout the Pedestrian Realm Network. This includes buildings and landscape treatment. Building massing shall protect sun exposure to the Pedestrian Realm Network. Buildings fronting along the Pedestrian Realm Network shall establish a massing pattern that maintains a minimum 5 hours of sunlight (mid-morning to mid-afternoon, between March 21st and September 21st) over 75% of the adjacent Pedestrian Realm Network component;

- **Expressive Forms** - Buildings shall clearly express a base or podium building, with taller elements above. This will be achieved through various means including setbacks, step backs, textures and materials and other architectural treatments;
- **Exterior Materials** - Cladding materials shall be high quality and appropriate for the building type proposed and in recognition of the development context in proximity. Vinyl siding, plastic, plywood, concrete block, darkly tinted and mirrored glass and metal siding utilizing exposed fasteners are discouraged;
- **Building Entrances** - The sense of arrival to a building shall be celebrated through the design and detailing of its entrance. Where appropriate, canopies providing weather protection may be provided, and may be permitted to encroach into the adjacent Street System and/or Pedestrian Realm Network elements;
- **Window Design and Balconies** - The detailing of window and balcony elements is important to avoid a 'tacked-on' appearance. The use of recessed windows and balconies, set into the façade will create a more solid design expression;
- **Roof Top Gardens** - Where appropriate, roofs and terraces shall be usable for private

and communal outdoor patios, decks and gardens. Green roofs are encouraged as a means of retaining stormwater, improving air quality and to add visual interest. Roof top gardens may also offer opportunities as dog stations;

- **Privacy** - For residential units with direct access from the street or Pedestrian Realm Network, privacy will be enhanced through the creation of a buffer zone. This can be achieved through set backs, private outdoor amenity spaces, landscaping and changes in grade;
- **Signage** - For residential building forms, signage shall be restricted in size and closely related to the principle building entrance and generally placed in a low wall element. Commercial signage should add diversity and interest to retail streets, but not be overwhelming. Signage is to be compatible with the character and quality of the neighbourhood;
- **Mechanical Penthouses** - Vents, mechanical equipment rooms and elevator penthouses shall be integrated with the architectural treatment of roofs and screened from view. Excessive noise shall be appropriately mitigated;
- **Building Services** - All development shall locate and screen service areas, access ramps and garbage storage to minimize the impact on the adjacent Street System and/or Pedestrian Realm Network. It is encouraged that these facilities be located internally within buildings. The locations for parking, driveways and service entrances and loading areas are to be carefully considered and coordinated with surrounding developments;
- **Site Access** - Good access to the Subject Site is to be provided primarily from the extension of Stavebank Road and from the East-West Access Streets, where available.

Any vehicular entrances into buildings must promote convenient pedestrian access as well as maintain the surrounding landscape character;

- **Adequate Parking** - Adequate parking for residents, visitors and employees must be provided on-site. Parking for the Marina will be provided partly on the Subject Site, and partly within off-site municipal parking lots/structures. Parking should be coordinated by the City throughout Port Credit to accommodate shared parking facilities;
- **Communal Parking Facilities** - Communal parking facilities shall be provided in below-grade garages and/or above-grade garages. Above-grade garages shall be visually concealed from public streets. Vehicular access to communal parking shall, where possible, be located off of East-West Access Streets, Shared Streets or the Elizabeth Street Connections to minimize the impact on the pedestrian experience; and
- **Barrier-Free Access** - All development on the Subject Site shall be designed to provide barrier-free access through accessible features that are well integrated with the function and design, consistent with the applicable standards and regulations of the Accessibility for Ontarians with Disabilities Act and the Ontario Building Code.

COMPATIBLE DEVELOPMENT

All development applications within the 1 Port Street East Site will be required to demonstrate compatibility with their surrounding context. Compatible development is central to the vision of preserving and enhancing the unique character of the entire Port Credit Community. To assist in evaluating applications, Compatible Development is defined as follows:

Compatible development means development which may not necessarily be the same as, or similar to, the existing or desired development, but, nonetheless, enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area.

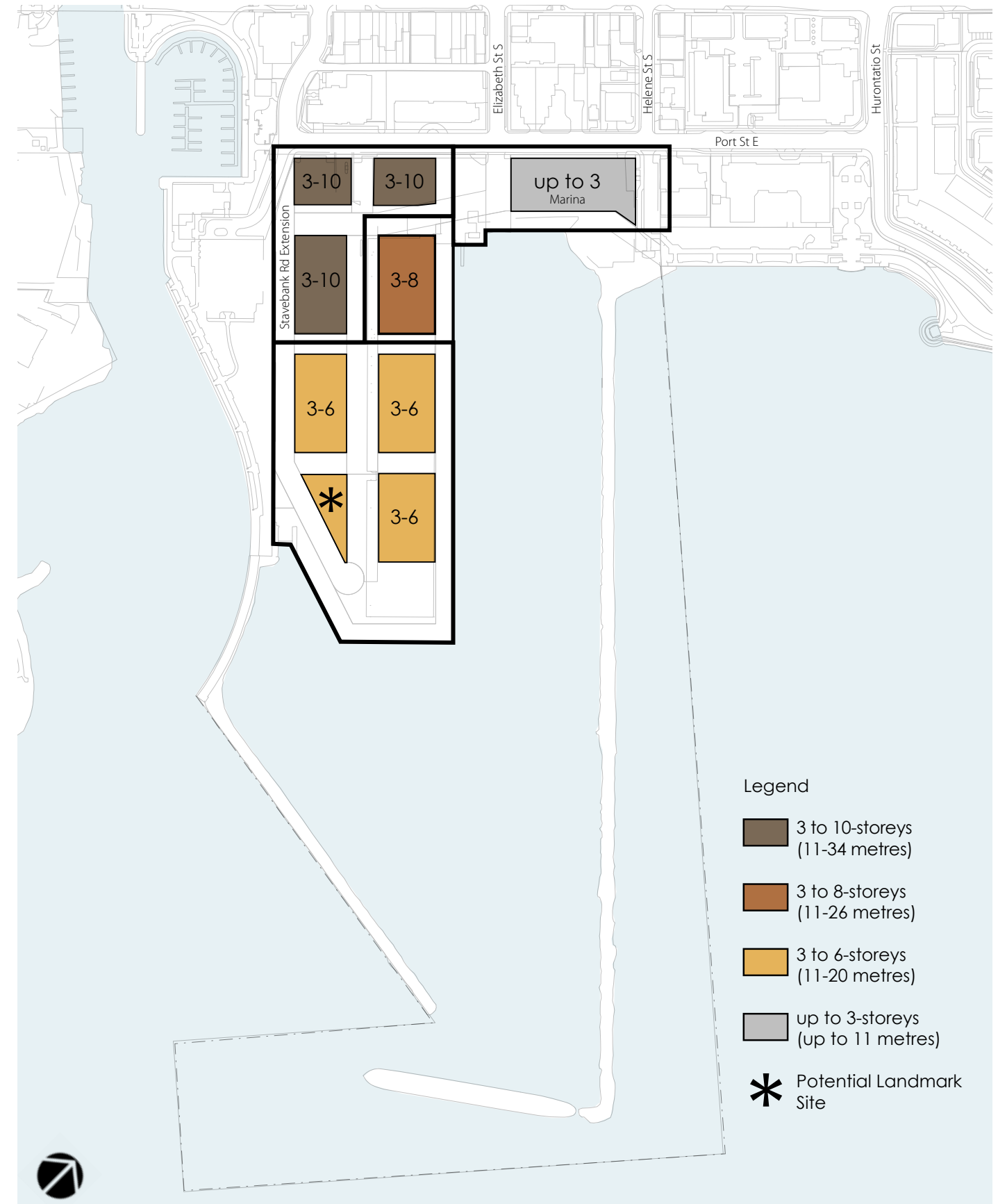
BUILDING HEIGHT PATTERN

The existing Zoning on the 1 Port Street East Site identifies a maximum building height of 3 storeys, and that height is considered the baseline permitted height for all new development on the entire Subject Site. In addition, however, the City may consider additional building heights, generally following a transition from tall along Port Street (where the existing hotel creates the 'peak' height of 38 metres), to low at the southern tip of the Pier, in accordance with the Building Height Pattern identified on Map 9, and the following criteria:

- The maximum building height on lands within the Marina Designation shall be 11 metres or 3 storeys, whichever is less, to accommodate an administration office which may be 1 or 2 storeys, a repair shed which may have a large interior volume (possibly up to 11 metres in height), and potentially small scale, ancillary buildings;
- New development within the Waterfront Mixed-Use I Designation, the City:
 - > Shall require that the at-grade floor to ceiling height for all non-residential uses and live-work units is a minimum of 4.5

metres and a maximum of 6.0 metres. A 6.0 metre at-grade floor to ceiling height may permit an active use to completely conceal two levels of above-grade structured parking located behind the active use, internal to the development block;

- > May consider taller building heights ranging up to a maximum of 20 metres, or 6 storeys, whichever is less, subject to a compatibility test and the execution of appropriate height bonus agreements and the approval of an implementing Zoning By-law or Development Permit By-law; and
- > May permit, within the Destination Park, the incorporation of single storey community use buildings;
- New development within the Waterfront Mixed-Use II Designation, the City:
 - > Shall require that the at-grade floor to ceiling height for all non-residential uses and live-work units is a minimum of 4.5 metres and a maximum of 6.0 metres. A 6.0 metre at-grade floor to ceiling height may permit an active use to completely conceal two levels of above-grade structured parking located behind the active use, internal to the development block;
 - > In locations identified on Map 9, may consider taller building heights ranging up to a maximum of 26 metres, or 8 storeys, whichever is less, subject to a compatibility test and the execution of appropriate agreements and the approval of an implementing Zoning By-law or Development Permit By-law;
 - > In locations identified on Map 9, may consider taller building heights ranging up to a maximum of 34 metres, or 10



Map 9: Building Height

storeys, whichever is less, subject to a compatibility test and the execution of appropriate height bonus agreements and the approval of an implementing Zoning By-law or Development Permit By-law; and

- > May permit, within the Arrival Park, the incorporation of single storey community use buildings.

In general, new development in all Designations, building facades defining and adjacent to Street System or the Pedestrian Realm Network shall have a human scale and be reflective of their context. In general, podium heights should be 4 storeys. Taller podium heights along Port Street may be permitted up to 6 storeys, to reflect the civic importance of this location. A minimum 2 metre step back above any identified podium height is required.

POTENTIAL LANDMARK SITE

In addition, Map 9 identifies a Potential Landmark Site which may warrant a taller building with special design treatment because of its location and visibility. On the Landmark Site, exceptions to the policies governing building height may be considered in conformity with all of the criteria identified in this Comprehensive Master Plan. Specifically, the built form on the entire Development Block (Block 7), as well as the surrounding Public Realm Network, must:

- Clearly distinguish the built form, urban design and landscaping as a signature location through iconic design;
- Conform with the Design Criteria for a Landmark Building, identified in this Plan;
- Be the subject of an international design competition;
- Enhance the site and strengthen the identity of the Port Credit Area by providing a destination use; and
- Be a maximum of 77 metres, or 22 storeys, whichever is less.

A Landmark Building, where proposed, will be subject to demonstrating appropriate massing, which will address building articulation, microclimate conditions, sky views, sunlight access and shadows and appropriate transitions to, and compatibility with, adjacent development.

DENSITY

An overall Floor Space Index of between 2.0 and 2.5 is considered an appropriate overall density objective for the 1 Port Street East Site, given its size and configuration, its location in the vicinity of potential high order transit, the existing built form context and the provision of new public waterfront access.

This density range results in significant development potential that provides the opportunity for the achievement of an enhanced Pedestrian Realm Network, as well as a number of other significant community benefits.

The maximum densities for each individual Development Block shall be determined at the time of the approval of the Implementing Zoning By-law or the Development Permit By-law, in conjunction with the preparation of more detailed development concepts and technical analyses. The development yields based on this density range are summarized in Table 5:

Table 5 – Gross Floor Area

Developable Land Area	63,000 m ²
Total Gross Floor Area at 2.0 FSI	126,000 m ²
Total Gross Floor Area at 2.5 FSI	157,500 m ²

Building upon that calculation, the following assumptions may be used to begin to understand the development yields that can be anticipated on the Subject Site:

- It is a requirement that a minimum of 6,000 gross square metres of Gross Floor Area be assigned to the development of secondary office space;

- It is also a requirement that a minimum of 5 percent of the total gross GFA be dedicated for other, non-residential land uses including retail, service commercial, restaurant and maker spaces; and
- It is estimated that marina-related land uses that are retail, office, restaurant and repair facilities would total approximately 5,000 gross square metres of total Gross Floor Area.

Overall then, it can be expected that a minimum of between 17,300 square metres and 18,900 square metres of non-residential GFA will be required to be incorporated into the development of the 1 Port Street East Site.

Based on those assumptions, it is expected that the 1 Port Street East Site will produce between 108,700 square metres and 138,600 square metres of residential Gross Floor Area. In consideration of further assumptions with respect to average dwelling unit size and average household size, dwelling unit and population yields can be estimated, as in Table 6:

Table 6 – Dwelling Unit and Population Yields

1. Dwelling Units at an average size of 90 square metres (gross) = between 1,205 and 1,540 new dwelling units.
2. Average Household Size of 1.47 persons per unit = between 1,770 and 2,265 new residents.

BUILDING FRONTAGE ACTIVATION

The Pedestrian Realm Network and the Street System requires a well planned relationship with the adjacent at-grade land uses that activate the interface between the buildings and the Pedestrian Realm Network/Street System. A comfortable and, ultimately successful development strategy establishes a symbiotic relationship with the adjacent built form and land use mix.

The 1 Port Street East Site is expected to accommodate a primarily residential neighbourhood with a mixture of other, non-residential land uses permitted throughout. It is crucial to get the Pedestrian Realm/Residential transition right, and to promote active uses – like retail and restaurant uses at-grade to the greatest extent possible. The following design criteria are expected to establish the appropriate relationship between the Pedestrian Realm Network, the Street System and the adjacent built form:

- **Built Form Adjacent to Port Street East and the North-South Spine** – Development at-grade, adjacent to the 1 Port Street East Site is expected to provide primarily retail and service commercial uses that are transparent at the sidewalk and that provide comfort and interest for the pedestrian. Narrower retail frontages (6.0 metres in width) are desirable and signage should be appropriately scaled to the pedestrian. Outdoor cafés and opportunities for ‘spill out’ retail should be accommodated within setbacks, or encroachment agreements, located close to the pedestrian traffic;
- **Built form Adjacent to Stavebank Road** – Development at-grade, adjacent to Stavebank Road, shall engage with the vehicular, cyclist and pedestrian traffic. The extension of display windows, transparency to the second floor level, and appropriately scaled signage shall be required to respond well to the vehicular function of the street. Moreover, significant amounts of transparency and canopy coverings support the pedestrian experience. If outdoor cafés are provided, they should be set back, or surrounded by landscaping treatment to mitigate noise and air quality from the anticipated vehicular traffic;
- **Built Form Adjacent to East-West Access Streets and Shared Streets** - Development at-grade, adjacent to the East-West Access Streets and the Shared Streets are expected

to be predominantly residential. In these locations, the animation of the sidewalk is accomplished through the provision for street access housing and landscaping. Street access housing refers to a pattern of buildings, which places multiple entrances to individual units on the street level as opposed to one common entrance shared by multiple units. To ensure privacy, set backs, grade shifts and landscaping will assist to buffer and screen the interior spaces from the eye-level of the pedestrian. Furthermore, stairs and porches will add another dimension of visual interest to the building frontage; and,

- **Built Form Adjacent to the other elements of the Pedestrian Realm Network** –Development at-grade, adjacent to the Pedestrian Realm Network is expected to be a combination of retail and service commercial uses and restaurants, as well as a full range of residential dwelling types and live-work units. Where retail and service commercial uses and restaurants are proposed, they shall be transparent and provide comfort and interest for the pedestrian.

Narrower retail frontages (6.0 metres in width) are desirable, and signage should be appropriately scaled to the pedestrian and to the adjacent Pedestrian Realm Network element. Outdoor cafés and opportunities for ‘spill out’ retail should be accommodated within set backs, close to the pedestrian traffic. The City may consider encroachments into the Pedestrian Realm Network, where appropriate. Where residential dwellings or live-work units are proposed at-grade and adjacent to the Pedestrian Realm Network, street access buildings, which place multiple entrances to individual units at-grade are desired. To ensure privacy, set backs, grade shifts and landscaping will assist to buffer and screen the interior spaces from the eye-level of the pedestrian. Furthermore, stairs and porches will add another dimension of visual interest to the building frontage.

PRIVATE AMENITY SPACE

Private amenity space associated with individual buildings and dwelling units will support the Pedestrian Realm Network and may contribute to the overall greening of the 1 Port Street East Site. Any landscaped outdoor space above the second storey that has a public access limitation of any kind, shall be considered amenity space for building residents, and shall not be accepted by the City as contributing to the parkland dedication requirements of this Plan. New residential buildings are to include dog stations accessible to, and for the exclusive use of their residents.

DESIGN CRITERIA FOR TOWNHOUSES AND LIVE-WORK UNITS

This Plan permits a variety of live-work buildings, and street, block and stacked townhouses. The design criteria for this form of building include:

- All building facades that face any element of the Street System or the Pedestrian Realm Network shall be appropriately articulated through entrances, windows, architectural details and/or signage to provide pedestrian interest. Corner Buildings shall be further articulated through massing, entrances and/or distinctive architectural elements;
- Townhouses or Live-Work Units shall be set back from the adjacent street right-of-way, or any other element of the Pedestrian Realm Network, by a minimum of 2.5 metres and a maximum of 3.5 metres from the right of way or block edge to the building face to permit enhanced privacy. The setback may include a decorative low wall and associated landscaping (not a privacy fence) of 1.0 to 1.25 metres in height to provide a sense of separation;
- The main front door will be clearly visible. Building entrances shall be prominent in

the design of the façade using techniques such as height, massing, porches, overhang, punctuation and/or change in roof line. The main front door shall:

- > Directly access and address the adjacent Street or the Pedestrian Realm Network; and
- > Be a maximum of 1.2 metres above grade;
- Side yard setbacks within a Development Block shall be sufficient to allow safe pedestrian access, and for the inclusion of windows, where they exist, or are proposed.

DESIGN CRITERIA FOR MID-RISE SLAB BUILDINGS

The following design criteria shall be applied to Mid-Rise Slab Building development:

- All building facades that face any element of the Street System or the Pedestrian Realm Network shall be appropriately articulated through entrances, windows, architectural details and/or signage to provide pedestrian interest. Corner Buildings shall be further articulated through massing, entrances and/or distinctive architectural elements;
- Building entrances shall directly access and address the Street System and the Pedestrian Realm Network. Building entrances shall be prominent in the design of the façade using techniques such as height, massing, overhang, punctuation and/or change in roof line;
- Slab Buildings (the portion of the building above the podium structure) shall be placed on a podium building of 4 storeys (or potentially 6 storeys adjacent to Port Street East), which represents the scale of the appropriate street wall height throughout the 1 Port Street East Site. The podium shall be comprised of:

- > Grade access live-work, retail, service commercial, restaurant or other active, non-residential uses to animate the frontage. Where grade access retail and/or other active, non-residential uses are provided, there shall be no required building setbacks;
- > Residential dwelling units. Where residential dwelling units are provided, there shall be a set back from the adjacent street right-of-way, or any other element of the Pedestrian Realm Network, of a minimum of 2.5 metres and a maximum of 4.5 metres. Further, the elevation of the shared access front door shall be no more than 1.2 metres above grade;

- Mid-Rise Slab Buildings shall be sited to align to streets and the Pedestrian Realm Network to frame these areas. Adjacent podiums within a Development Block may abut, however, the minimum separation distance between slabs and any other building is 15 metres, where there are windows, and 6 metres where there are no windows;
- Podiums should generally be built to the edges of Street System right-of-ways or their blocks, in order to create a well defined, urban streets and public spaces. Building podiums may include set backs that accommodate courtyards, pocket parks or other elements of the Pedestrian Realm Network;
- Notwithstanding that, there should be a minimum 1.5 metre at-grade setback to the building face along Port Street East to accommodate a wider sidewalk and, potentially the implementation of a Light Rail Transit facility. This building face set back should be to a minimum of 4.5 metres in height. Above this, the building podium may be built to the property line, where it would provide an arcade shelter over the sidewalk; and

- The Slab is required to step back a minimum of 2 metres from the top of the podium façades that abut the abutting street right-of-way and/or any other element of the Pedestrian Realm Network;

DESIGN CRITERIA FOR A LANDMARK SITE

The following design criteria shall be applied to the Landmark Building Site:

- The Landmark Building and adjacent Public Realm Network shall be subject to an international design competition to ensure that together they are of iconic character and showpieces of design excellence and innovation;
- A destination use or function must be provided within the building that provides a significant public benefit or attraction and enhances the civic image and cultural experience of Port Credit;
- All building facades that face any element of the Street System or the Pedestrian Realm Network shall be appropriately articulated through entrances, windows, architectural details and/or signage to provide pedestrian interest. Corner Buildings shall be further articulated through massing, entrances and/or distinctive architectural elements;
- Building entrances shall directly access and address the Street System and the Pedestrian Realm Network. Building entrances shall be prominent in the design of the façade using techniques such as height, massing, overhang, punctuation and/or change in roof line;
- The City may consider taller building heights ranging up to a maximum of 77 metres (or 22 storeys, whichever is less), subject to a compatibility test and the execution of appropriate agreements and the approval of an implementing Zoning By-law or Development Permit By-law. This height would

be the maximum building height permissible in Port Credit Village as a whole;

- A Landmark Building shall be placed on a podium building of 4 storeys, which represents the scale of the appropriate street wall height. The podium shall be comprised of:
 - > At-grade retail, service commercial, restaurant or other active, non-residential uses to animate the frontage. Where grade access retail and/or other active, non-residential uses are provided, there shall be no required building setbacks; and
 - > At-grade residential dwelling units. Where residential dwelling units are provided at-grade, there shall be a set back from the adjacent street right-of-way, or any other element of the Pedestrian Realm Network, of a minimum of 2.5 metres and a maximum of 4.5 metres. Further, the elevation of any front door shall be no more than 1.2 metres above grade;
- A Landmark Building shall be sited to align to the Street System and/or the Pedestrian Realm Network to frame these areas. Adjacent podiums may abut, however, the minimum separation distance between slabs and any other building within the Development Block is 15 metres, where there are windows, and 6 metres where there are no windows;
- Podiums should be built to the edges of Street System right-of-ways or their blocks, in order to create well defined, urban streets and public spaces;
- The Tower component of a Landmark Building (the portion of the building above the podium structure) shall step back from any façade of the podium that faces a street or other element of the Pedestrian Realm Network by a minimum of 2 metres; and
- To ensure a slender form, the Tower component shall maintain an average gross floor plate size that is no greater than 750 square metres.

SUSTAINABLE DESIGN/GREEN BUILDING CRITERIA

Based on its site configuration, ownership context and its substantial development potential, the 1 Port Street East Site provides an excellent and unique opportunity to showcase the most recent and innovative approaches to sustainable design and green building technologies. As such, as a key element to the approach to planning for the Subject Site, this Section provides policies and targets aimed at incorporating climate change mitigation and adaptation strategies for the long-term sustainability of the 1 Port Street East Site. Further, this comprehensive Master Plan promotes green building technologies, renewable and alternative energy options and other sustainable design options for development.

The following criteria shall be considered in the review of all new development proposals on the 1 Port Street East Site:

- All development shall be designed to achieve the principles of the LEED Gold standard (Leadership in Energy and Environmental Design - Canada), as they evolve, to the satisfaction of the City. Further, to encourage that new development be designed to achieve the principles of the LEED Platinum standard, the City may consider financial incentive programs or consider it as a defined community benefit;
- Green building practices for all development within the Subject Site shall be consistent with the following energy efficiency objectives:
 - > Townhouse dwellings shall achieve a minimum performance level that is equal to an ENERGY STAR® standard AND achieve a performance level that is equal to a rating of 83 or more when evaluated in accordance with Natural Resources Canada's EnerGuide for New Houses: Administrative and Technical Procedures;

- > Residential apartment buildings, live-work units and mixed use buildings shall be designed to achieve 40 percent greater energy efficiency than the Model National Energy Code for Buildings; and
- > Stand-alone commercial office, retail and industrial buildings be designed to achieve 25 percent greater energy efficiency than the Model National Energy Code for Buildings;
- The City shall require mitigation of the local heat island effect in all development through:
 - > The incorporation of green and/or white roofs into all building design;
 - > Installing light-coloured paving materials, or any paving material with a solar reflectance index of at least 29;
- The City shall encourage the development of a site specific or local area specific District Energy System. Further, to encourage the development of a District Energy System, the City may consider financial incentive programs. Where a District Energy System is not provided, the City shall require all development to include on-site renewable or alternative energy systems which produce 25 percent of projected energy use.
- The City shall require new development on the 1 Port Street East Site to:
 - > Achieve 10 percent greater water efficiency than the Ontario Building Code;
 - > Install rainwater harvesting and re-circulation/reuse systems to be utilized for outdoor irrigation and outdoor water use; and
 - > Utilize water efficient, drought resistant landscaping by providing landscape features that minimize the demand for water and synthetic chemicals by utilizing native and drought resistant plant species.

7.0 | PROTECT AND ENHANCE NATURAL AND CULTURAL HERITAGE

The City will ensure that the natural and cultural heritage resources identified on the Subject Site are protected and enhanced through the policy frameworks provided in the City of Mississauga Official Plan and the Port Credit Local Area Plan.

From a cultural heritage perspective, the Subject Site is identified as a Cultural Heritage Landscape and listed on the Heritage Register in the City's planning documents. It is a key element of this Comprehensive Master Plan to ensure that:

- The historic marina function is preserved, notwithstanding that substantial new investment in the infrastructure that supports that marina function is required; and
- The panoramic views from the edge of the Pier of the Mississauga shoreline and parts of the west and south shoreline of Lake Ontario as well as the Ridgetown, are protected over the long-term. The shoreline of the Subject Site, and the Training Wall vantage point accessible from JJ Plaus Park, are among the most scenic vantage points in the City for viewing waterfront activity and weather events.

From a natural heritage perspective, it is recognized the Pier and Breakwater/Ridgetown structures provide important functions both structurally and functionally. It is also recognized that the Subject Site provides important regional and provincial ecological connectivity, including stopover and staging habitat for species of wildlife and aquatic habitats. There remains substantial opportunities to improve the ecological context of this location, primarily through improvements (restoration and/or enhancement) to the quality of existing aquatic and terrestrial shoreline habitats. The feasibility of potential limited lake fill opportunities and associated

habitat improvements to mitigate impacts shall be subject to a Feasibility Study and detailed design approvals by the City in consultation with Credit Valley Conservation and other agencies having jurisdiction (e.g. Fisheries and Oceans Canada, Ministry of Natural Resources and Forestry). From a broader context, this Comprehensive Master Plan has identified a strong commitment to sustainable design and green building technologies consistent with the City of Mississauga's Green Development Standards, that includes additional considerations for bird friendly development design and shoreline terrestrial and aquatic habitat enhancements.

8.0 | PROMOTE INNOVATIVE INFRASTRUCTURE

The 1 Port Street East Site is an urban site that will be provided with full urban service infrastructure. It is an objective of the City to work with the developer to provide the full range of service infrastructure that is efficient, cost effective and best utilizes existing infrastructure systems, while minimizing environmental impacts. It is also an objective of the City that the 1 Port Street East Site becomes a demonstration of state-of-the-art technology for the provision of service infrastructure and utilities. New development will:

- Support Active Transportation, and include facilities for pedestrians, cyclists, transit and vehicles;
- Provide efficient and sustainable water, waste water and stormwater management systems;
- Consider site, or area specific District Energy and/or Deep Lake Cooling Systems;
- Consider renewable energy components in all development;
- Consider innovative garbage collection and utility delivery strategies; and

- Consider the impacts of climate change on new development.

With respect to servicing capacity, Peel Region staff have indicated that they do not have significant concerns regarding the serviceability of development on the 1 Port Street East Site. There may be some requirements for upgraded pipes, but that can be appropriately assessed at the development application stage, based on a more highly refined development proposal.

9.0 | ENSURE COORDINATED IMPLEMENTATION

The City of Mississauga Official Plan and Port Credit Local Area Plan provide for a full range of development implementation tools and processes, as provided by the Planning Act. New development on the 1 Port Street East Site will be implemented through ongoing development approval processes as mandated by these planning policies and processes. More specific to the Subject Site, the City should consider a Site Specific Official Plan Amendment or Secondary Plan based on this Comprehensive Master Plan, and that:

- Promotes an effective staging strategy;
- Encourages review by the City's Design Review Panel as well as international design competitions;
- Requires further, more detailed development approval processes;
- Explores the Development Permit System; and
- Utilizes the Height Bonus provisions of the Planning Act.

APPLICATION

It is anticipated that new development on the 1 Port Street East Site shall be subject to a Site Specific Official Plan Amendment or Secondary Plan. As such, the policies of that planning policy document shall be read in combination with the City of Mississauga Official Plan and the Port Credit Local Area Plan, and all relevant policies shall apply. Where there is a conflict between the policies of the Site Specific Official Plan Amendment or Secondary Plan and the policies of the City of Mississauga Official Plan and/or the Port Credit Local Area Plan, the policies of the Site Specific Official Plan Amendment or Secondary Plan shall prevail.

It is also anticipated that the City will utilize the concepts, intent and recommendations of this Comprehensive Master Plan, the policies of the City of Mississauga Official Plan and the Port Credit Local Area Plan and any other applicable, Council adopted Design Guidelines in their preparation of the Site Specific Official Plan Amendment or Secondary Plan, and ultimately, the review of future applications for new development on the 1 Port Street East Site.

STAGING STRATEGY

In general, it is in the interest of the City to deal with development applications incrementally, through either the Development Permit System, or the more traditional Rezoning/Site Plan Approval processes. As such, the City should specify through policy that applications for new development on the 1 Port Street East Site shall be considered in increments of a maximum of 30,000 square metres of Gross Floor Area. This approach will ensure that the City retains control of the phasing strategy and linkage program through the implementing development approval process.

In addition, the City has identified four key objectives for the development of the 1 Port Street East Site that can be dealt with through an appropriate staging strategy, as follows:

- The need to mitigate existing site contamination issues, prior to any development on the 1 Port Street East Site;
- The desire to ensure that existing marina-related businesses can continue to operate on Subject Site, until alternative and appropriate building spaces are developed on-site to accommodate their continued and uninterrupted operation;
- The requirement that new development incorporate commercial office floor space and other non-residential floor space in conjunction with the development of new residential dwelling units; and
- The creation of a Marina Development Plan detailing the function and configuration of a full service marina.

Site Contamination - With respect to site contamination, it is recognized that the 1 Port Street East Site has some level of historic contamination from oil and gas deposits. As a result, all lands within the Subject Site may be subject to environmental remediation carried out to the satisfaction of the Ministry of Environment. A Record of Site Condition will be required prior to any final development approvals. The standards used to file the Record of Site Condition can either be the applicable Ministry of Environment generic site condition standards or property-specific standards developed by a Ministry of Environment-approved risk assessment.

Marina-Related Businesses - The Staging Strategy that deals with the existing marina-related businesses is as follows:

- New development within Blocks 4 and 6, as identified on Map 4 shall not be permitted until appropriate marina-related office, retail and service commercial floor space, and floor space and outdoor areas to accommodate the existing boat repair facility, including winter boat storage, have been provided and are available on-site, or elsewhere in Mississauga.

Office and other Non-Residential Development

- The Staging Strategy that deals with the office floor space and other non-residential floor space requirement is as follows:

- Within the Waterfront Mixed-Use I and Waterfront Mixed-Use II Designations, a minimum equivalent of 5 percent of the total Gross Floor Area within each Designation shall be assigned to at-grade, employment generating land uses, exclusive of any Gross Floor Area assigned to Live-Work Units, office uses, or any marina-related non-residential uses;
- Within the Waterfront Mixed-Use II Designation, a minimum of 6,000 square metres of Gross Floor Area shall be assigned to office space, exclusive of any Gross Floor Area assigned to Live-Work Units, or any marina-related non-residential uses;
- New development of office space will occur concurrent to the development of residential dwelling units, as follows:
 - > Subsequent to the approval of the first 25,000 square metres of residential GFA on the Subject Site, no additional implementing Zoning By-law or Development Permit permitting residential GFA on the Subject Site shall be approved by the City until at least 1,000 square metres of office space is built, or secured to the satisfaction of the City; and
 - > Subsequent development applications on the Subject Site shall be approved through implementing Zoning By-laws or Development Permits that identify that for every 25,000 square metres of residential GFA, another 1,000 square metres of office space be built, or secured to the satisfaction of the City;
 - > If any application for development includes less than 25,000 square metres

of residential GFA, then the office space requirement can be appropriately pro-rated; and

- > Once the prescribed 6,000 square metres of office space has been achieved at any point in the overall site development program, no additional office space shall be required in any subsequent phase of development.

Marina Development Plan - Based on the recommendations of the Marina Business Case Study and the City's decision on the appropriate scope and direction of a new full service marina, a Marina Development Plan can be prepared. It will set out:

- The location, size, and design of the marina elements the City wishes to provide, including the potential boat repair shop;
- The eastern breakwater fill area, inclusive of any public amenity;
- The configuration of the boat docks and slips;
- Access strategy for people, vehicles, boats, and boat lift(s);
- The design of the shoreline and associated habitat enhancement;
- The location and design of the marina office;
- The location and design of structured and surface parking with any associated boat storage; and
- The design and function of the Public Realm Network where it is shared with the marina functions.

Further, the Marina Development Plan can set out a financial plan inclusive of capital costs and phasing, and a relocation plan for existing marina-related businesses and operations.

THE URBAN DESIGN ADVISORY PANEL/INTERNATIONAL DESIGN COMPETITIONS

The prominence and importance of the 1 Port Street East Site demands beautiful and iconic architecture. It should become a showpiece of design excellence and innovation and a great urban waterfront neighbourhood. As such, all applications for new development, including the Pedestrian Realm Network, Street System and buildings on the Subject Site should be vetted by the Mississauga Urban Design Advisory Panel, which acts as an independent urban design advisory body to the Planning and Building Department.

While it is understood that the Panel is strictly an advisory body, and does not have the authority to approve or refuse projects or make policy decisions, its recommendations represent an unbiased evaluation of the design merits of development proposals. This process should be simply part of the ongoing approval process for new development on the Subject Site, and it is expected that the contribution of the Urban Design Advisory Panel will add substantially to the overall design quality of the Subject Site.

In addition, the 1 Port Street East Site has been identified as a candidate site for international design competitions. It is recognized that design competitions will bring significant value to the Subject Site and to the City overall. As such, the City should require that for all of its assets on the 1 Port Street East Site, which are expected to include most of the Pedestrian Realm Network, Street System and, potentially, the marina, be subject to City-run International design competitions to ensure that the highest quality and most innovative design solutions are found, and implemented.

With respect to the private sector developments, the City should encourage the developers to work with the City to utilize a design competition approach. The permission for any Landmark Building on the Subject Site shall be subject to a mandatory international design competition.

FURTHER DEVELOPMENT APPROVALS

It is expected that new development on the 1 Port Street East Site will occur incrementally over time. Further development approvals will be required. The following articulates some of the steps and tools required to facilitate future development approvals.

A Complete Application - The City's Official Plan includes a comprehensive list of information and studies that are required to support applications for development. That policy regime also includes a process for dealing with those requirements.

In addition to the existing Official Plan policy regime, there should be a requirement that, as part of complete application for the Development Permit By-law, or the first implementing Zoning By-law facilitating development on the Subject Site, a Development and Phasing Plan be prepared for the entire Subject Site that identifies:

- Development blocks, the Pedestrian Realm Network, and public Street System;
- Site statistics identifying, by Development Block, how much total GFA will be developed on the Subject Site, and the anticipated mixture of land uses;
- A development phasing plan that identifies the sequence of development, by Development Block; and
- The identification of where and when in the overall sequence of site development the office space GFA will be built.

No Rezoning or Development Permit application facilitating any development on the 1 Port Street East Site shall be approved until the City is satisfied with the required Development and Phasing Plan. The Development and Phasing Plan may become part of a Developer's Group Agreement dealing with all, or part of the Subject Site.

Implementing Zoning - Following the preparation and approval of the required Official Plan Amendment or Secondary Plan, an implementing Zoning By-law may be prepared to provide a more detailed regulatory regime for new development on the 1 Port Street East Site, in conformity with the policies of the required Official Plan Amendment or Secondary Plan. Until such time as the Zoning By-law can be prepared, the present Zoning By-law shall remain in effect.

The required Official Plan Amendment or Secondary Plan shall be implemented by the passage of a Zoning By-law or By-laws in compliance with the provisions of the required Official Plan Amendment or Secondary Plan and pursuant to the Planning Act. The implementing By-law will also consider the following:

- The implementing Zoning By-law may permit the uses established in the required Official Plan Amendment or Secondary Plan, however, the City reserves the right, through the implementing Zoning By-law, to further refine the list of permitted land uses to ensure that new development is appropriate in the context of the adjacent and surrounding community; and
- To assist the City with its staging strategy, no provision of the required Official Plan Amendment or Secondary Plan shall be deemed to require the City to zone all lands within the 1 Port Street East Site at one time in order to permit immediate development of such lands for their designated uses. Therefore, the City may zone lands with a 'Holding' or other appropriate zoning category where there is insufficient information to determine specific zoning categories or where the development of such lands is considered to be premature or not in the public interest.

Such lands shall be zoned in accordance with the provisions of the required Official Plan Amendment or Secondary Plan at such time as there is sufficient information to

determine specific zoning categories and the development of such lands is no longer considered to be premature or not in the public interest.

Site Plan Approval - As noted, the prominence and importance of the 1 Port Street East Site demands beautiful and iconic architecture. It should become a showpiece of design excellence and innovation and a great urban waterfront neighbourhood. As such, the Subject Site, in its entirety, is identified as a Site Plan Control Area, pursuant to Section 41 of the Planning Act. All development shall be subject to Site Plan Approval, which may deal with, at a minimum, and without limitation:

- The location of all proposed buildings and the location of all facilities and works to be provided in conjunction with those buildings and the relationship of the proposed buildings to adjacent buildings, the Pedestrian Realm Network and Street System and other exterior areas accessible to the public;
- The massing and conceptual design of the proposed buildings and structures, including matters relating to exterior design such as the character, scale, appearance and design features of buildings, and their sustainable design;
- The sustainable design elements on any adjoining element of the Street System under the City's jurisdiction, including without limitation, trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, low impact development features, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities; and
- Facilities designed to have regard for accessibility for persons with disabilities.

Development Permit System - The Planning Act permits the City to implement a Development Permit System that is intended to combine Zoning and Site Plan Approval processes. The 1 Port Street East Site is identified as an appropriate location for the consideration of implementation through the Development Permit System because of its size and ownership characteristics.

A Development Permit By-law, if proposed, would clearly articulate and establish development and design requirements, provisions and standards which must be demonstrated to the satisfaction of the City prior to the granting of any approval. The Development Permit By-law(s) will generally provide for a streamlined approach to the review and approval of development applications and allow for flexibility within a clearly articulated vision for the Subject Site, in conformity with the policies of the required Official Plan Amendment or Secondary Plan. The key elements of the Development Permit By-law include:

- **Application Requirements** - All applications for Development Permits are required to submit a full drawing and plan set which includes elevation and cross section drawings for any proposed building or structure. The City shall determine, in its Development Permit By-law, the detailed requirements for the submission of a complete application which will include, but not limited to, matters of ownership, current planning controls, existing and proposed uses, location of natural features, proposed development details including proposed uses, servicing and relating engineering matters.

Technical reports, plans and studies may be required to assist in the review process of a Development Permit Application. The requirements for Complete Applications and supporting studies as set out in the City of Mississauga Official Plan shall apply;

- **Flexibility/Variations** - The Development Permit By-law may allow for defined variations to the uses, standards and regulations

outlined in the Development Permit By-law. Such variations will only be permitted if they are consistent with the intent, principles, policies and objectives of the Official Plan Amendment or Secondary Plan;

- **Delegation of Approval Authority** - Council may delegate to staff the approval or issuance of Development Permits. Limits on and criteria for such delegation shall be established in the Development Permit By-law; and
- **Conditions and Agreements** - The City may impose conditions and grant provision approval prior to final approval as set out in the Development Permit By-law. A Development Agreement, registered on title may be required prior to final approval for any Development Permit Application.

As a condition of the approval of a Development Permit Application and as set out in the required Development Agreement, the City may require the owner to provide, any or all road widenings, facilities for access to and from the Subject Site, off-street parking and loading facilities, walkways and ramps, facilities designed to have regard to the accessibility for person with disabilities, lighting of any land or buildings, vaults and enclosures for the storage of waste and recycling materials, easements for engineered services and public utilities, and the grading of the lands including the provision of stormwater management controls and facilities.

The agreement may also include, but shall not be limited to, public benefits, or payment-in-lieu of public benefits, maintenance of the works, securities and insurance, timing of construction including commencement and completion, fees, and payment-in-lieu of parking and/or parkland dedication.

PUBLIC SECTOR AGREEMENT TO COMPLY

The successful development of the 1 Port Street East Site will require a complex partnership among the developer and the public agencies that are responsible for the approval of new development. Most importantly, the City of Mississauga may eventually be a landowner within the Subject Site, responsible for much of the Pedestrian Realm Network, the Street System and potentially the marina facility.

In this regard, it is a fundamental requirement of the successful achievement of the Vision for the 1 Port Street East Site, that the City of Mississauga and all other public agencies that may be involved in future development on the Subject Site, consider and comply with all of the principles, objectives and criteria of this Comprehensive Master Plan, and the required Official Plan Amendment or Secondary Plan

THE USE OF HEIGHT BONUSES

The existing Zoning By-law establishes a height limit of 3 storeys for the developable areas of the 1 Port Street East Site. The City may consider an increase in the height permitted by the existing Zoning By-law in accordance with the height strategy of this Comprehensive Master Plan in exchange for the provision of community benefits, in accordance with the policies of the City of Mississauga Official Plan, and the provisions of Section 37 of the Planning Act. In addition, the City may only consider the achievement of the building heights identified in this Plan, or any Development Block, under the following circumstances:

- The development is representative of good planning;
- The proposed community benefits are to be located within the boundaries of the Subject Site;

- Where cash-in-lieu of a community benefit is accepted by the City, the funds shall be spent on appropriate community benefits within the Subject Site; and,
- The community benefit, or cash for a community benefit is used to help ameliorate the impacts on the community generally attributable to the permitted height bonus.

COMMUNITY BENEFITS

In determining community benefits accrued under Section 37 of The Planning Act, or through a Development Permit By-Law, the following shall be considered the priorities of the City within the 1 Port Street East Site:

- Improvements to the components of the Pedestrian Realm Network;
- Improvements to the marina facilities;
- Improvements to Streetscapes;
- Public Art installations;
- Establishment of new non-profit community or cultural services and facilities, including child care, library facilities, maker spaces, artist workshops, gallery spaces and/or performance spaces;
- Provision of dedicated affordable housing units;
- Achievement of criteria for LEED Platinum status; and/or
- Provision of District Energy and/or Deep Lake Cooling Systems that serve the broader Port Credit community.

10.0 | THE DEMONSTRATION PLAN

The Port Credit Local Area Plan states that “consultation on the comprehensive Master Plan will occur with the landowners, local community, and other stakeholders.” This Comprehensive Master Plan was created with extensive stakeholder consultation. This includes the incorporation of much foundational work undertaken since 2012 as part of the Inspiration Port Credit Process. Specific to this process, the Demonstration Plan evolved over a two-day Community Workshop and numerous stakeholder meetings.

WHAT IS A DEMONSTRATION PLAN?

A Demonstration Plan is a tool for visualizing the form and structure of the Comprehensive Master Plan by illustrating one potential configuration of the Street System, the Pedestrian Realm Network and the consequent Development Block pattern that will accommodate private sector building activities. During the 1 Port Street East community workshops, a number of Demonstration Plans were created as a useful way to help stakeholders visualize the intent of design and policy concepts. That process led to the creation of the single Demonstration Plan illustrated herein. However, the Demonstration Plan remains only one of many possible urban design and architectural expressions that could be achieved based on the Vision, principles and criteria articulated in this Comprehensive Master Plan document.

DETAILS OF THE DEMONSTRATION PLAN

The Demonstration Plan shown on Map 10 and in Diagrams 7A and 7B, illustrated at full build-out, is annotated to give a sense of how the Comprehensive Master Plan Vision, principles and

criteria could manifest as a built environment on the 1 Port Street East Site, and how the Comprehensive Master Plan has addressed the requirements of the Port Credit Local Area Plan policy 13.1.8.

- **Site Contamination** - To begin the description, Section 13.1.8 a) of the Port Credit Local Area Plan requires that this Comprehensive Master Plan “**determine contamination on the site**”. Environmental assessments carried out by the landowner have reportedly identified contamination in the fill material used to create the Pier and port facility. Future redevelopment will need to comply with all applicable environmental regulations and public policy requirements for environmental assessment, remediation, mitigation and management.
- **Other Policies and Reports** – Section 13.1.8 b) of the Port Credit Local Area Plan requires that this Comprehensive Master Plan “**have regard for other City plans, policies and reports, such as the Lakeview and Port Credit District Policies Review and Public Engagement Process – Direction Report and the Waterfront Parks Strategy 2008**”.

This Comprehensive Master Plan builds upon a host of prior work and studies, including the above noted documents. The Comprehensive Master Plan is consistent with the Directions Report Recommendations for built form, and for creating continuous public access along the shoreline with high quality spaces enhancing the Village character.

The Street System and Pedestrian Realm Network in the Comprehensive Master Plan facilitate the implementation of the detailed design recommendations of the Waterfront Parks Strategy, and further connects and integrates the Subject Site into the waterfront parks network.



Map 10: Demonstration Plan (numbers correspond to numbering in the text)

- **Marina Facility Reconfiguration** - Section 13.1.8 e) of the Port Credit Local Area Plan requires that this Comprehensive Master Plan “**examine unique opportunities to take advantage of the site’s location and reflect the historic marine heritage of the area including preserving the marina function and the Ridgetown breakwater**”. The marina facilities shown in the Demonstration Plan are based on Marina Concept B from the Marina Business Case Study (2015). The Comprehensive Master Plan preserves the opportunity for the ongoing operation of the marina, preserves views of the water and of the Ridgetown, celebrates its waterfront location through the Pedestrian Realm Network, creates strong linkages between Port Credit and the Subject Site through the Street System, and makes strong linkages along the shoreline, stitching together this vital waterfront asset. In accordance with the Marina Business Case Study (2015) the Demonstration Plan identifies:

1. A new boat repair building at the corner of Port Street East and Helene Street. It must be well-designed and character-defining, since it is located at an important gateway to the Subject Site, and forms an edge to the Waterfront Trail;
2. The new marina offices must also be well-designed and complement the boat repair building;
3. A surface and below-grade parking lot beside the boat repair building would accommodate at-grade boat storage in winter;
4. The east breakwater would be expanded to accommodate additional vehicular parking (in summer), boat storage (in winter), and a landscaped pedestrian trail terminating in a lookout; and
5. New docks and boat slips. The main dock would be 6 metres in width, publicly accessible, and terminate in a viewing platform near the Ridgetown.

- **A Logical and Efficient Street and Block Pattern** – Development of the 1 Port Street East Site requires that a logical and efficient street and block pattern be established. The Street System and the Pedestrian Realm Network create the Development Blocks, and is comprised of the following:

6. Elizabeth Street and Helene Street are extended into the Subject Site and provide important view corridors and linkages to the Port Credit community;
7. Stavebank Road is extended all the way to the Destination Park, and is the primary vehicular access to the Subject Site;
8. East-West Access Streets augment the primary street network by providing emergency, service vehicle, parking and drop-off access to surrounding buildings;
9. Shared Streets fulfill a similar function to Access Streets, but are designed to have a more pedestrian character;
10. Access Streets and Shared Streets create view corridors and permeability across the Subject Site in an east-west direction;
11. A new entrance to the parking lot in JJ Plaus Park can be created at the Stavebank Road/Elizabeth Street intersection. Care should be taken to provide a generous, direct extension of the Waterfront Trail through the park to the Credit River promenade;
12. This Demonstration Plan shows more than one building on some Development Blocks, with pedestrian/shared spaces between buildings. There are many ways the blocks can be developed, including with a single, larger building;
13. Development Block 8 is shown with stacked townhouses and a small, publicly accessible interior courtyard; and

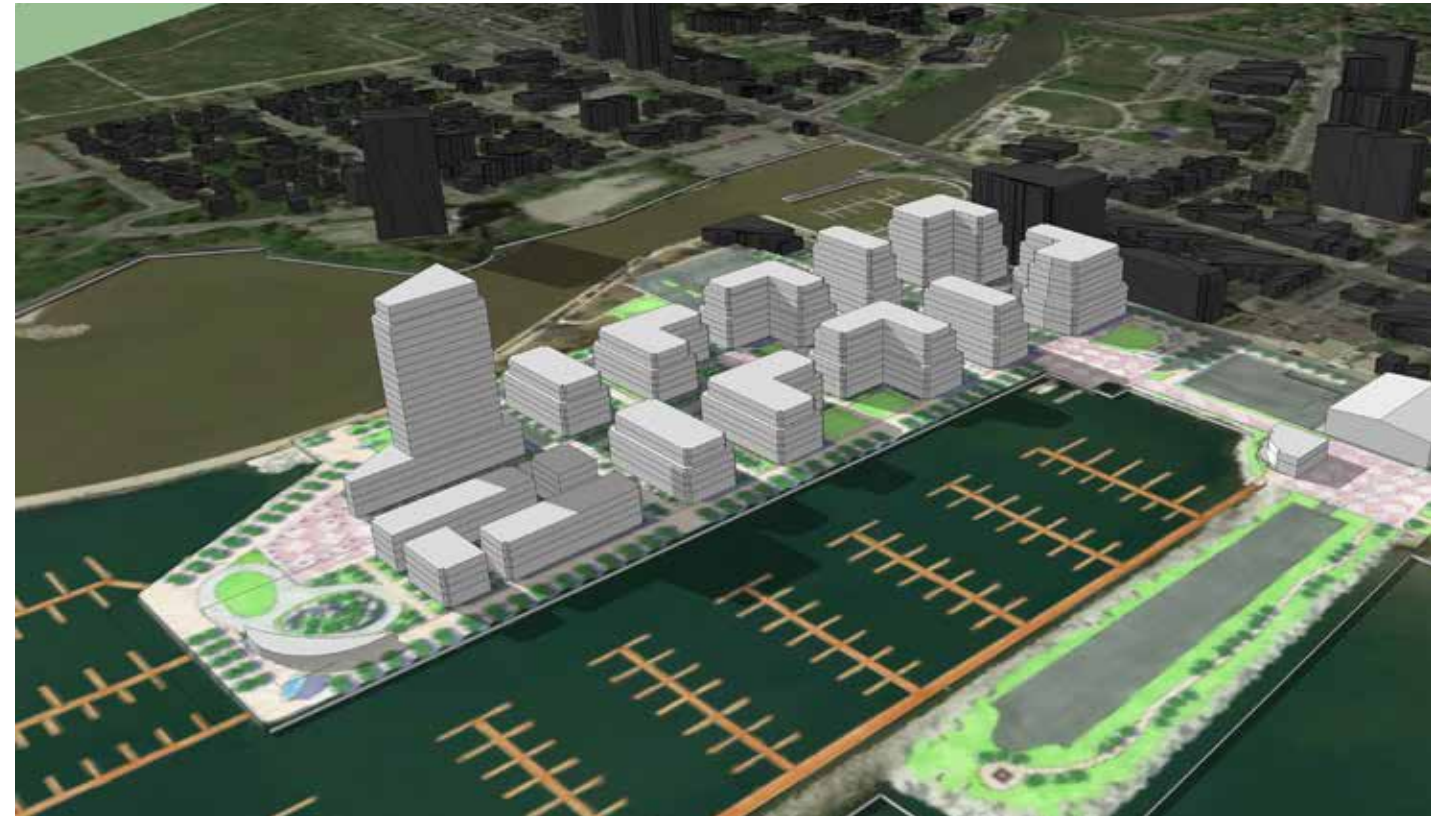


Diagram 7a: 3D Model of Demonstration Plan (Looking West)



Diagram 7b: 3D Model of Demonstration Plan (Looking East)

14. An opportunity for a Landmark Building at the southern tip of the Subject Site on Block 7, together with a destination use, creates the potential for a spectacular and iconic architectural gem that helps define the community character.

- **A Connected Pedestrian Realm Network** - Section 13.1.8 c) of the Port Credit Local Area Plan requires that the Comprehensive Master Plan “**include provision of significant public parklands along and access to the waterfront including the extension of the Waterfront Trail**”. The Comprehensive Master Plan provides a robust Pedestrian Realm Network along the complete length of its shoreline, including a Waterfront Promenade and two Urban Squares. If the east breakwater is expanded as part of the marina redevelopment, an additional public walkway would be extended along it, too, providing additional public access and a lookout. There are many street and pedestrian connections to the Pedestrian Realm Network from within the Subject Site and from Port Credit. The Pedestrian Realm Network is extensive and multi-faceted. It includes the following:

15. The existing Waterfront Trail meets the Waterfront Trail Extension in a plaza area in front of the boat repair building, and extends westward along a wide walkway. The plaza and walkway areas will accommodate marina operations from time to time, including vehicular access to the east breakwater parking lot/boat storage area. They are designed as pedestrian spaces that can accommodate vehicles;

16. The Waterfront Promenade connects the Waterfront Trail to JJ Plaus Park along the eastern edge of the Pier. It is a generous pedestrian promenade with opportunities for trees, seating, lighting, café seating, public art and flexible event space. The

Waterfront Promenade is continuous across the Destination Park and links directly to JJ Plaus Park at the foot of the Training Wall along the Credit River;

17. The Destination Park, at the southern tip of the Pier, can accommodate a small community building, such as washroom/change room for a winter skating loop. It is intended to flow seamlessly into Stavebank Road and the Connecting Link that is part of the North-South Spine. A hard surface plaza treatment provides flexibility for events and performances. View corridors along Stavebank Road and the North-South Spine are maintained. Stavebank Road can terminate in a cul-de-sac designed integrally with the Destination Park;

18. The Arrival Park can be designed to work with the change in grade by providing a small amphitheater, and patio space for adjacent retail, service commercial or restaurant uses. It should be designed cohesively with the Waterfront Trail on the other side of Elizabeth Street, incorporating a common language of paving, lighting and other amenities; and

19. A new edge to JJ Plaus Park can be created with a multi-purpose trail in conjunction with the extension of Stavebank Road.

- **A System of View Corridors** - Section 13.1.8 d) of the Port Credit Local Area Plan requires that the Comprehensive Master Plan “**preserve and enhance views to Lake Ontario**”. The structure of both the Street System and the Pedestrian Realm Network has been deliberately designed to provide multiple view corridors north-south and east-west, preserving and enhancing views both from the existing Village and from within the Subject Site. The view corridors from both the

existing Village, and from within the Subject Site, are fundamental structuring elements of the Plan.

20. Stavebank Road, Elizabeth Street and Helene Street all provide views (and connections) south to the water from the Village. The North-south spine is also an important southerly view corridor, providing a clear view all the way from Port Street East;

21. East-west views (and connections) from JJ Plaus Park to the marina basin are also created in four locations within the Subject Site, including along the east-west extension of Elizabeth Street, along the East-west Access Street/Shared Street corridors, and through the Destination Park; and

22. The continuous public access to the water's edge along the Waterfront Trail and Waterfront Promenade provides an ever-changing panoramic view of the harbour, lake, and Ridgetown.

- **Appropriate Built Form** - Section 13.1.8 f) of the Port Credit Local Area Plan requires that the Comprehensive Master Plan “**consider the appropriate built form around the future terminus of the Light Rail Transit planned along Port Street East**”. The proposed density, built form and land use is appropriate to support and encourage use of higher order transit. The Port Street East right of way will be widened to accommodate the potential Light Rail Transit. In conjunction, buildings on the Subject Site will be modestly set back from the edge of the right of way to allow a wider sidewalk. Overall, building heights are designed to step down from a peak along Port Street East (where the transit facility may be located) to lower buildings at the water's edge, creating a transition.

23. The tallest buildings are permitted along Port Street East, beginning a downward transition from the height of the existing hotel building at 38 metres – these buildings are permitted to be a maximum of 34 metres (10 residential storeys);

24. Immediately to the south, across the east-west extension of Elizabeth Street, as well as the most northerly block along JJ Plaus Park, building heights are permitted up to 26 metres (8 residential storeys). This encompasses the northern blocks of the Pier. This continues the downward height transition;

25. Further south and extending to the water's edge, buildings are permitted to be up to 20 metres (6 residential storeys) in height;

26. The marina repair building may require a three storey massing to accommodate boats and masts; and

27. A single Landmark Building may be permitted at the southern tip of the Subject Site – as an iconic and completely unique, stand-alone marker. Design quality must be world class.

- **A Mix of Land Uses** - Section 13.1.8 g) of the Port Credit Local Area Plan requires that the Comprehensive Master Plan to “**provide opportunities to accommodate employment uses**”. The Comprehensive Master Plan provides accommodation for all of the existing marina facilities and jobs. It also provides further retail, service commercial and restaurant potential, and most importantly, it requires a minimum of 6,000 square metres of office space to be built. The Plan is for a mixed use neighbourhood that includes employment opportunities and a range of housing types, tenures and sizes, including dwelling units that are more affordable.

**BUILT-FORM OPTIONS/
DEMONSTRATION BLOCKS**

As previously noted, the Demonstration Plan included in this Comprehensive Master Plan remains only one of many possible urban design and architectural expressions that could be achieved based on the Vision, principles and criteria articulated in this Comprehensive Master Plan document. The key variable is the built form to be developed within each of the identified Development Blocks.

While this Comprehensive Master Plan establishes a structuring framework for private sector development, there are many permissible configurations of built form options within the Plan's principles and criteria set. A typical Development Block, shown below, has been illustrated in Diagram 9, with a variety of building forms, all of which would be possible under the structuring framework:

- **Option A** - This option is similar to the Demonstration Plan, showing two separate buildings on a single development block. The buildings would be 6 storeys in height (with a step back above the 4th storey) and have a central interior corridor, with below-grade parking. The spaces in between the buildings can be designed as Access Streets, Shared Streets or open spaces;
- **Option B** - This option is similar to the concepts created by Canada Lands Corporation, showing a single, larger building composed of differing parts. The primary building mass would be a 6 storey (with a step back above the 4th storey) C-shaped apartment with a central interior corridor. This option has the potential to accommodate a one to two storey above-grade parking structure internal to the block. It would be screened from view of public spaces by a veneer of active uses, such as residential units or commercial uses;

- **Option C** - This option is similar to the concepts created by Centre City Capital Limited, showing a single, larger building that terraces to the water's edge. The building would be a 6 storey (with a step back above the 4th storey) C-shaped apartment building with a central interior corridor and below-grade parking;
- **Option D** - This option shows a lower built form comprised of stacked townhouses accessed individually from the Pedestrian Realm Network (i.e. by front doors). Building heights are 4 storeys, and parking is below-grade. Units at-grade would generally have modest private outdoor amenity areas, with the potential for a publicly accessible interior courtyard. Upper units could have rooftop amenity areas; and
- **Option E** - There are many creative architectural solutions for each block. This option shows two slab buildings containing two storey through units (units with windows on both the front and back) that are accessed from a single-loaded corridor located on every other level, on the interior of the block. A common elevator core would connect both buildings. The building would be 6 storeys in height (with a step back above the 4th storey), and could accommodate a one to two storey above-grade parking structure internal to the block, hidden by a veneer of active uses.

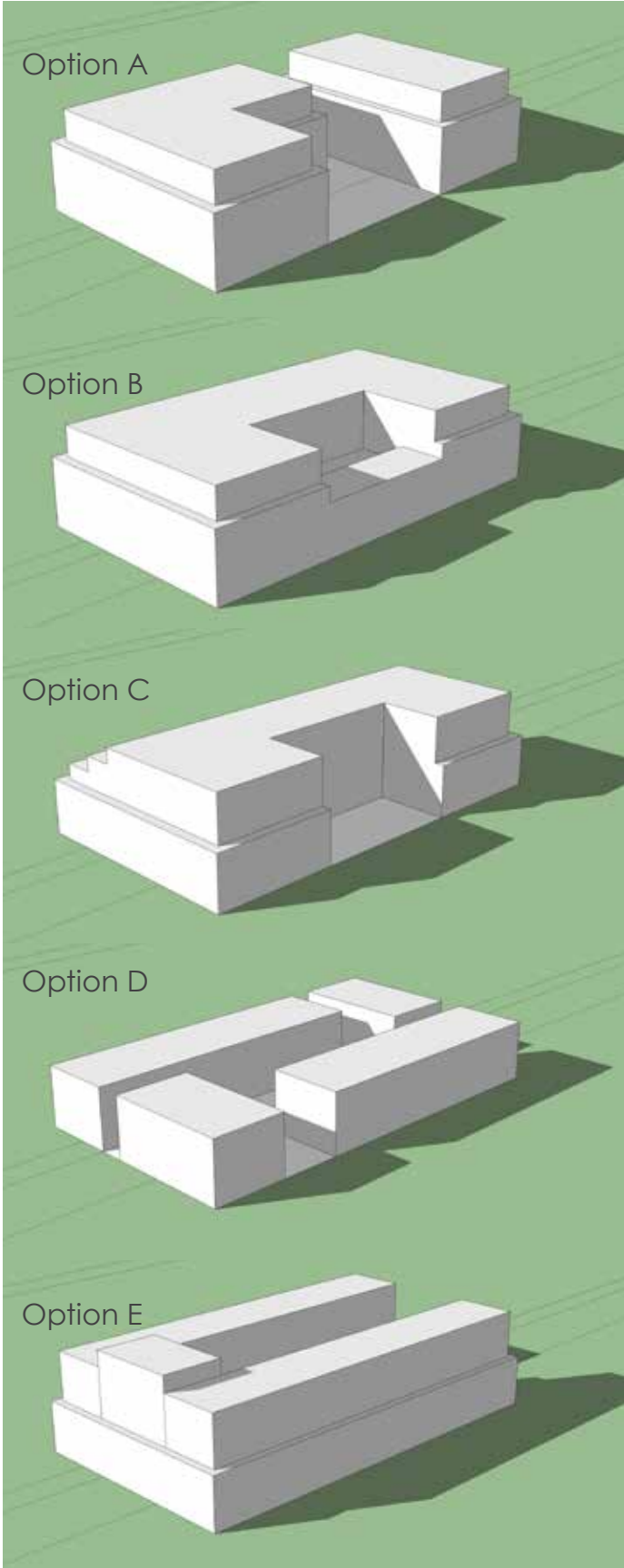


Diagram 8: Demonstration Blocks

STATISTICS

The following order-of-magnitude statistics are based on the land areas generated by this Comprehensive Master Plan, and assumptions with respect to density, unit size, population yield, and parkland dedication. There are two Scenarios identified: Scenario 1 is at 2.0 FSI, and approximates the development yield achieved by the Demonstration Plan; and Scenario 2 is at 2.5 FSI, and represents the maximum Gross Floor Area permitted by the Comprehensive Master Plan.

SITE AREA

The Pier		
Development Blocks		2.76ha
Pedestrian Realm Network		1.55ha
Street Network		2.00ha
Total Developable Land Base		6.3ha
Elizabeth and Helene Street ROW's		0.2 ha
The Breakwaters & Ridgetown		2.5 ha
The Water Basin		18.7ha
TOTAL AREA		27.7ha

GROSS FLOOR AREA

Based on 6.3ha total land base (63,000m²)

	Scenario 1 2.0 FSI	Scenario 2 2.5 FSI
Gross Floor Area	126,000m ²	157,500m ²
Commercial Office	6,000m ²	6,000m ²
Non-residential at 5%	6,300m ²	7,900m ²
Marina	5,000m ²	5,000m ²
Net Residential GFA	108,700m²	138,600m²

UNITS AND POPULATION

	Scenario 1	Scenario 2
Gross Unit Size 90m ²	1,205 units	1,540 units
1.47 persons/unit	1770 people	2265 people

PEDESTRIAN REALM NETWORK

Area	1.55 ha
% of developable land base	25%

